

Maryland

HE Rare

2791

.32

1906-7

folio





Digitized by the Internet Archive  
in 2013

<http://archive.org/details/annualreportofpr1907balt>









1907.

EIGHTY-FIRST ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

TO THE

STOCKHOLDERS

OF

THE BALTIMORE & OHIO RAILROAD COMPANY,

FOR THE

YEAR ENDED JUNE 30, 1907.

OFFICE OF THE SECRETARY,  
BALTIMORE, MD.

LIBRARY—COLLEGE PARK












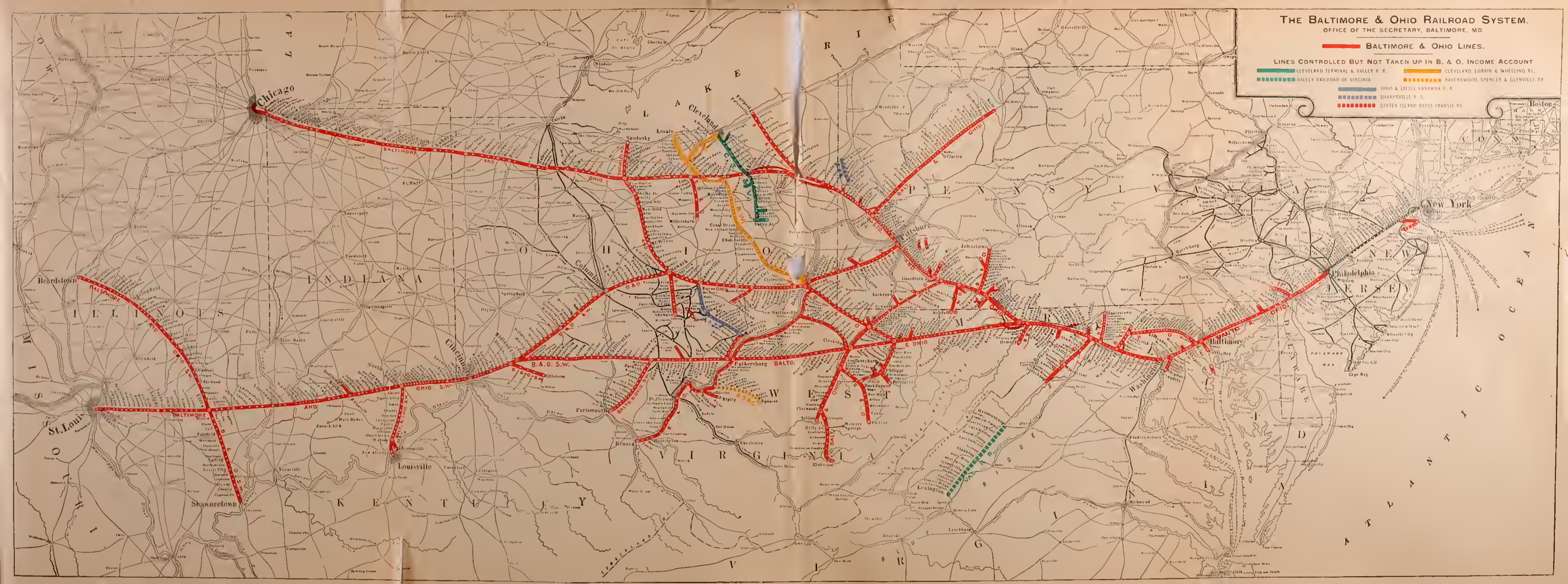
THE BALTIMORE & OHIO RAILROAD SYSTEM.

OFFICE OF THE SECRETARY, BALTIMORE, MD

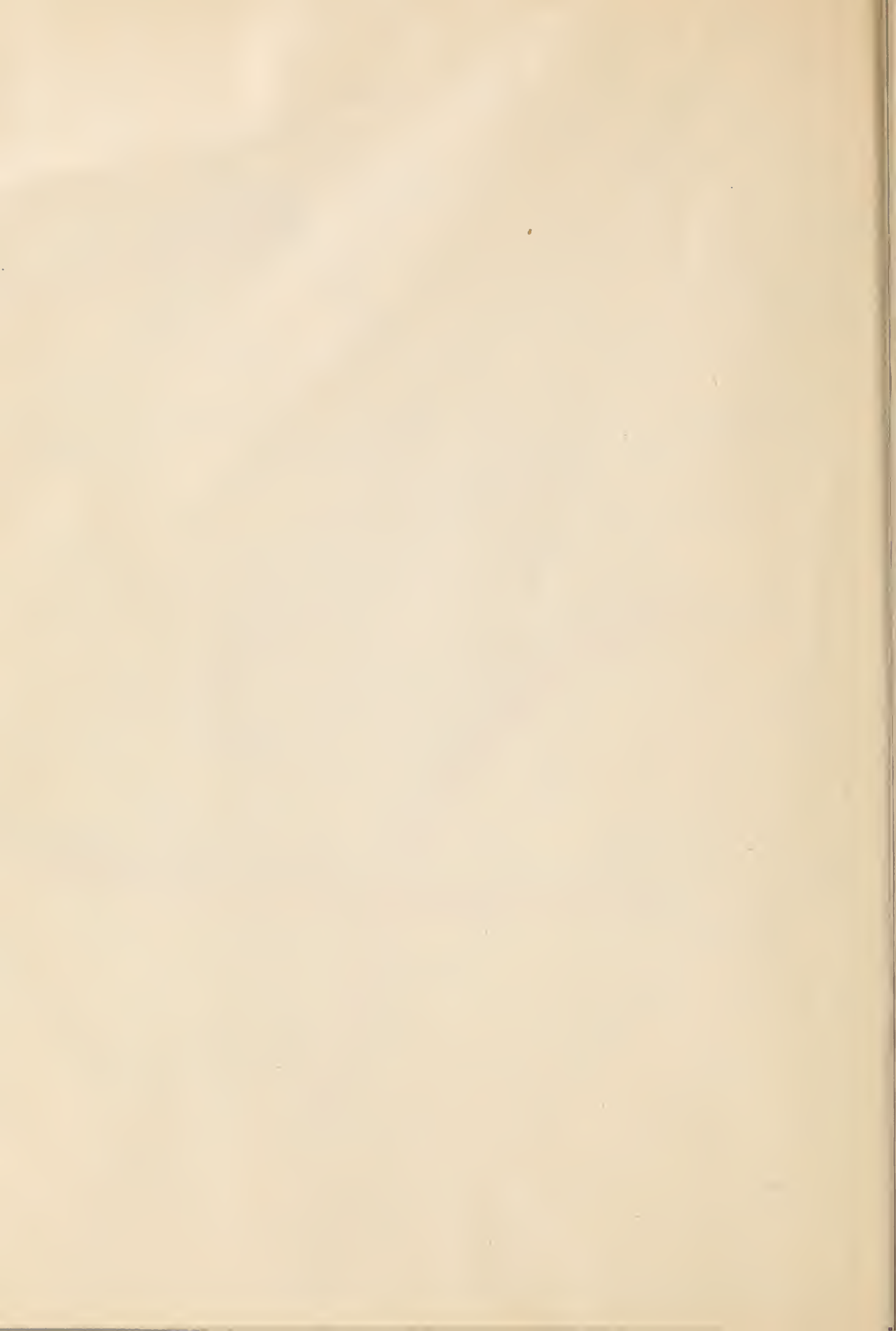
**BALTIMORE & OHIO LINES.**

Lines controlled but not taken up in B. & O. income account

- |   |   |
|---|---|
|  CLEVELAND TERMINAL & VALLEY R. R. |  CLEVELAND, LORAIN & WHEELING R. R.    |
|  VALLEY RAILROAD OF VIRGINIA       |  HAVENSWOOD, SPENCER & GLENVILLE R. R. |
|  OHIO & LITTLE KANAWHA R. R.       |  SHARPSVILLE R. R.                     |
|  STATEN ISLAND RAPID TRANSIT R. R. |   |







1907.

---

EIGHTY-FIRST ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

TO THE

STOCKHOLDERS

OF

THE BALTIMORE & OHIO RAILROAD COMPANY,

FOR THE

YEAR ENDED JUNE 30, 1907.

---

OFFICE OF THE SECRETARY,  
BALTIMORE, MD.







THE PRESIDENT AND DIRECTORS  
OF  
THE BALTIMORE & OHIO RAILROAD COMPANY.

OSCAR G. MURRAY, *President.*

DIRECTORS.

Elected by the Shareholders, November 19, 1906.

EDWARD R. BACON,	GEO. F. RANDOLPH,
JOSEPH R. FOARD,	SAMUEL REA,
JOHN P. GREEN,	NORMAN B. REAM,
EDWARD H. HARRIMAN,	JAMES SPEYER,
R. BRENT KEYSER,	CHARLES STEELE,
*JAMES McCREA,	JAMES STILLMAN.

\* Resigned February 14, 1907.

## Officers of The Baltimore & Ohio Railroad Company.

PRESIDENT.....	OSCAR G. MURRAY.
FIRST VICE PRESIDENT.....	GEO. F. RANDOLPH.
SECOND VICE PRESIDENT AND GENERAL COUNSEL.....	HUGH L. BOND, JR.
THIRD VICE PRESIDENT.....	G. L. POTTER.
FOURTH VICE PRESIDENT AND TREASURER.....	J. V. McNEAL.
ASSISTANT TO PRESIDENT.....	GEO. M. SHRIVER.
SECRETARY.....	CUSTIS W. WOOLFORD.
ASSISTANT SECRETARY.....	GEORGE F. MAY.
ASSISTANT TREASURER.....	C. W. RHODES.
ASSISTANT TREASURER AND TRANSFER AGENT.....	E. M. DEVEREUX.
COMPTROLLER.....	H. D. BULKLEY.
ASSISTANT COMPTROLLER.....	G. W. BOOTH.
GENERAL AUDITOR.....	J. T. LEARY.
GENERAL ATTORNEY.....	J. G. WILSON.
GENERAL SOLICITOR.....	H. R. PRESTON.
MANAGER FREIGHT TRAFFIC.....	C. S. WIGHT.
GENERAL FREIGHT AGENT, BALTIMORE.....	T. W. GALLEHER.
GENERAL FREIGHT AGENT, PITTSBURGH.....	O. A. CONSTANS.
GENERAL COAL AND COKE AGENT.....	H. M. MATTHEWS.
INDUSTRIAL AGENT.....	W. W. WOOD.
FOREIGN FREIGHT AGENT.....	R. B. WAYS.
FREIGHT CLAIM AGENT.....	C. V. LEWIS.
MANAGER PASSENGER TRAFFIC.....	D. B. MARTIN.
GENERAL PASSENGER AGENT, BALTIMORE.....	C. W. BASSETT.
GENERAL PASSENGER AGENT, CHICAGO.....	B. N. AUSTIN.
GENERAL MANAGER.....	THOMAS FITZGERALD.
ASSISTANT GENERAL MANAGER.....	L. G. HAAS.
CHIEF ENGINEER.....	D. D. CAROTHERS.
ASSISTANT CHIEF ENGINEER.....	J. E. GREINER.
CONSULTING ENGINEER.....	P. H. IRWIN.
GENERAL SUPERINTENDENT OF MOTIVE POWER.....	J. E. MÜHLFELD.
CHIEF ENGINEER MAINTENANCE OF WAY.....	A. W. THOMPSON.
ENGINEER OF TESTS.....	J. R. ONDERDONK.
GENERAL SUPERINTENDENT OF TRANSPORTATION.....	A. HALE.
SUPERINTENDENT OF TRANSPORTATION.....	C. W. GALLOWAY.
SUPERINTENDENT OF TELEGRAPH.....	C. SELDEN.
SUPERINTENDENT FLOATING EQUIPMENT.....	W. ANCKER.
PURCHASING AGENT.....	E. H. BANKARD.
REAL ESTATE AGENT.....	J. D. McCUBBIN, JR.
ASSISTANT REAL ESTATE AGENT.....	T. J. FRAZIER.
ASSISTANT REAL ESTATE AGENT.....	C. H. MORAN.
SUPERINTENDENT OF RELIEF DEPARTMENT.....	S. R. BARR.
GENERAL SUPERINTENDENT, BALTIMORE.....	F. C. BATCHELDER.
GENERAL SUPERINTENDENT, PITTSBURGH.....	ROBERT FINNEY.
GENERAL SUPERINTENDENT, NEW YORK.....	GEORGE H. CAMPBELL.
GENERAL SUPERINTENDENT, WHEELING.....	W. C. LOREE.

VICE PRESIDENT.....	B. & O. S. W. R. R.....	E. R. BACON.
GENERAL MANAGER.....	"	C. C. F. BENT.
ASSISTANT GENERAL MANAGER.....	"	JOHN G. WALBER.
GENERAL ATTORNEY.....	"	EDWARD BARTON.
GENERAL FREIGHT AGENT.....	"	S. T. McLAUGHLIN.
GENERAL PASSENGER AGENT.....	"	O. P. McCARTY.
GENERAL SUPERINTENDENT.....	"	W. H. BRIMSON.

# EIGHTY-FIRST ANNUAL REPORT.

OFFICE OF THE BALTIMORE AND OHIO RAILROAD COMPANY,  
BALTIMORE, MD., OCTOBER 10, 1907.

*To the Stockholders of The Baltimore and Ohio Railroad Company:*

The President and Directors submit the following statement of the affairs of the Company for the year ended June 30, 1907:

The results from operation on the entire system were:

	Miles.	Earnings.	Expenses.	Net Earnings.	Percentage of Expenses to Earnings.
The Baltimore and Ohio Railroad, including Baltimore and Ohio Southwestern.....	4,006.32	\$82,243,921 57	\$54,880,090 85	\$27,363,830 72	66.73
Controlled or Affiliated Lines.....	455.78	6,309,002 92	4,151,936 17	2,157,066 75	65.81
Grand Total.....	4,462.10	\$88,552,924 49	\$59,032,027 02	\$29,520,897 47	66.66

The general distribution of the earnings and of the operating expenses of The Baltimore and Ohio Railroad Company was as follows:

## OPERATING RESULTS OF THE BALTIMORE AND OHIO RAILROAD COMPANY FOR THE YEAR ENDED JUNE 30, 1907, IN COMPARISON WITH THE YEAR ENDED JUNE 30, 1906.

	1907.	1906.	Increase.	Decrease.
<b>EARNINGS:</b>				
From Freight Traffic .....	\$64,625,946 48	\$60,002,204 32	\$4,623,742 16	
From Passenger Traffic.....	14,147,116 53	13,701,697 97	445,418 56	
From Express Traffic.....	1,459,212 41	1,529,099 40		\$69,886 99
From Transportation of Mails.....	1,403,937 89	1,405,053 13		1,115 24
From Miscellaneous Sources.....	607,708 26	754,001 27		146,293 01
Gross Earnings .....	\$82,243,921 57	\$77,392,056 09	\$4,851,865 48	
<b>EXPENSES:</b>				
For Maintenance of Way and Structures.....	\$10,542,498 67	\$9,330,859 21	\$1,211,639 46	
For Maintenance of Equipment.....	13,448,502 12	12,514,983 83	933,518 29	
For Conducting Transportation.....	29,380,155 58	26,198,468 63	3,181,686 95	
For General Expenses.....	1,508,934 48	1,470,909 32	38,025 16	
Total Expenses .....	\$54,880,090 85	\$49,515,220 99	\$5,364,869 86	
Net Earnings from Operation.....	\$27,363,830 72	\$27,876,835 10		\$513,004 38
Percentage of Expenses to Earnings.....	66.73	63.98	2.75	

The lines included in the foregoing table of operating results, and their respective mileage, aggregating 4,006.32 miles, appear in detail in table 28 of this report, subject to the exclusion of the

Valley Railroad of Virginia,                      Cleveland Terminal and Valley Railroad,  
Ravenswood, Spencer and Glenville Railway,      Cleveland, Lorain and Wheeling Railway,  
Ohio and Little Kanawha Railroad,

for which a summarized table follows:

OPERATING RESULTS OF THE FOLLOWING LINES CONTROLLED BY OR AFFILIATED IN INTEREST WITH  
THE BALTIMORE AND OHIO RAILROAD SYSTEM FOR THE YEAR ENDED JUNE 30, 1907,  
IN COMPARISON WITH THE YEAR ENDED JUNE 30, 1906.

	Miles.	1907.			Comparison of Net Earnings with 1906.		Percentage of Expenses to Earnings.
		Earnings.	Expenses.	Net Earnings, from Operation.	Increase.	Decrease.	
Valley Railroad of Virginia.	62.12	\$187,021 25	\$133,960 16	\$53,061 09	.....	\$25 01	71.63
Ravenswood, Spencer & Glenville R'y.....	32.40	48,141 84	65,239 09	Def. 17,097 25	.....	5,267 22	135.51
Cleveland Terminal & Val- ley R. R.....	92.72	1,182,485 60	916,913 13	265,572 47	\$36,390 94	.....	77.54
Cleveland, Lorain & Wheel- ing R'y.....	194.28	4,608,900 94	2,800,965 99	1,807,934 95	872,274 47	.....	60.77
Ohio & Little Kanawha R. R.	74.26	282,453 29	234,857 80	47,595 49	.....	36,271 18	83.15
	455.78	\$6,309,002 92	\$4,151,936 17	\$2,157,066 75	\$867,102 00	.....	65.81

The gross earnings of The Baltimore and Ohio Railroad Company for the year ended June 30, 1907, were \$82,243,921.57 an increase over those of the preceding year of \$4,851,865.48.

Of this increase, \$4,623,742.16 was from freight traffic, the increase in tonnage carried being 3,113,163 tons, with an average earning per ton per mile of .570 cents as against .560 cents in 1906.

The most marked increases were in anthracite coal, 150,199 tons; in bituminous coal, 980,339 tons; in coke, 307,169 tons; ores, 597,293 tons; iron and steel castings and machinery, 516,771 tons; bar and sheet metal, 59,184 tons; there were increases in flour and other mill products aggregating 62,945 tons, and in merchandise and miscellaneous shipments of 458,818 tons, with a falling off in shipments of grain to the extent of 122,028 tons; in hay, 49,402 tons, and in pig iron, blooms and rails, 74,542 tons. The increase in general average of earnings per ton per mile for the year was one-tenth of one mill.

The increase in earnings from passenger traffic was \$445,418.56, with an average earning per passenger per mile of 1.956 cents as against 2.006 cents in 1906. The number of passengers carried increased 1,323,014.

There was a decrease in earnings from express traffic of \$69,886.99, which, however, does not indicate a falling off in the volume of business, but is due to other causes. Mail earnings decreased \$1,115.24, and earnings from miscellaneous sources decreased \$146,293.01, due mainly to diminished receipts from elevators at Baltimore, and wharves, warehouses, dining cars and hotels.

The expenses of operation were \$54,880,090.85, an increase of \$5,364,869.86, of which amount \$1,211,639.46 was in maintenance of way and structures; \$933,518.29 in maintenance of equipment; \$3,181,686.95 in conducting transportation and \$38,025.16 in general expenses. The percentage of expenses to gross earnings for the year 1907 was 66.73 per cent. as compared with 63.98 per cent. in 1906, an increase of 2.75 per cent., occasioned by the very considerable advances (approximating \$1,154,000) in wages of employes; the increase in cost of fuel and other supplies, and the large expenditures charged to injuries to persons, by reason of the unfortunate train accidents at Woodville, Ind., and Terra Cotta, D. C. The specific character and amounts of the operating expenses, in comparison with those of the preceding year, will be found in table 11 of this report.

The General Income account of the Company shows the net income of the year, after the payment of interest on the funded debt, taxes and all other fixed charges, to have been \$17,445,629.82, a decrease from that of the year 1906 of \$618,669.90. Against this net income there were charged dividends of four per cent. on the preferred and three per cent. on the common stock, the dividend of three per cent. on the common stock payable March 1, 1907, having been charged against the surplus as of June 30, 1906; an appropriation of \$3,000,000 for extraordinary construction expenditures in the way of additions and improvements made during the year, leaving as the surplus of the year, to be carried to the credit of Profit and Loss account, \$7,480,384.95.

The Profit and Loss account as of June 30, 1906, was \$15,823,643.05 and to this has been charged the three per cent. dividend on the common stock paid March 1, 1907, and credited by reason of sundry adjustments, \$1,000,458.89, in which is included \$634,278.59, increment of Insurance Fund, referred to on page 15, and \$336,186.60, adjustment of accrued taxes relating to prior years, referred to on page 8, making the total to the credit of Profit and Loss account as of June 30, 1907, \$19,739,542.02.



GENERAL INCOME ACCOUNT OF THE BALTIMORE AND OHIO RAILROAD COMPANY,  
(INCLUDING BALTIMORE AND OHIO SOUTHWESTERN RAILROAD COMPANY),  
YEAR ENDED JUNE 30, 1907, IN COMPARISON WITH THE  
YEAR ENDED JUNE 30, 1906.

	1907.	1906.	Increase.	Decrease.
Gross Earnings.....	\$82,243,921 57	\$77,392,056 09	\$4,851,865 48	
Operating Expenses.....	54,880,090 85	49,515,220 99	5,364,869 86	
Net Earnings from Operation.....	\$27,363,830 72	\$27,876,835 10	.....	\$513,004 38
OTHER INCOME:				
Dividend and Interest on Securities Owned.....	\$3,047,182 76	\$3,048,663 15	.....	\$1,480 39
Western Union Telegraph Company Annuity.....	60,000 00	60,000 00	.....	
General Interest and Discount....	547,208 11	181,361 64	\$365,846 47	
House Rents and Miscellaneous Receipts.....	380,625 53	357,708 81	22,916 72	
	\$4,035,016 40	\$3,647,733 60	\$387,282 80	
Gross Income.....	\$31,398,847 12	\$31,524,568 70	.....	\$125,721 58
DEDUCTIONS FROM INCOME:				
Net Earnings, Washington Branch, (Included in System Earnings)	\$249, 050 66	\$375,894 10	.....	\$126,843 44
Interest on Bonded Debt, payable by B. & O. R. R. Co.—Table 1.,	10,449,477 80	10,170,659 48	\$278,818 32	
Ground Rents and Interest on Real Estate Mortgages—Table 1....	117,274 80	122,092 85	.....	4,818 05
Car Trust Interest payable by B. & O. R. R. Co.—Table 1....	12,276 69	21,208 35	.....	8,931 66
Miscellaneous Rentals, etc.—Table 1	249,669 77	244,075 80	5,593 97	
Taxes.....	1,759,795 44	1,448,363 60	311,431 84	
Miscellaneous Improvements — Table 7.....	1,099,981 09	1,066,038 29	33,942 80	
Topographical and Right-of-Way Surveys and Maps. ....	15,691 05	11,936 51	3,754 54	
	\$13,953,217 30	\$13,460,268 98	\$492,948 32	
Net Income.....	\$17,445,629 82	\$18,064,299 72	.....	\$618,669 90

From this Net Income for the Year .....\$17,445,629 82  
the following amounts have been deducted:

Appropriation for Construction, Additions and Improvements.....	\$3,000,000 00		
Dividend on Preferred Stock, 2% payable March 1, 1907.....	\$1,200,000 00		
“ “ “ “ 2% “ Sept. 1, 1907.....	1,200,000 00		
“ “ Common “ 3% “ Sept. 1, 1907.....	4,565,244 87	6,965,244 87	9,965,244 87
Leaving Surplus which has been carried to Profit and Loss.....			\$7,480,384 95
Amount to Credit of Profit and Loss, June 30, 1906.....	\$15,823,643 05		
Deduct Dividend on Common Stock, 3% paid March 1, 1907.....	4,564,944 87		11,258,698 18
Add Sundry Adjustments, Net Credit Balance.....			1,000,458 89
Amount to Credit of Profit and Loss, June 30, 1907.....			\$19,739,542 02

The General Balance Sheet, table 2, shows an increase in Capital Liabilities of . . . \$19,834,475 00 explained as follows:

The additional Common Stock authorized April 13, 1906, was \$27,750,000, of which there have been issued to subscribers in shares or scrip, at par value. . . . . \$27,460,769 00

Common Stock has been issued in exchange for Ten Year Gold Convertible Debentures. . . . . 134,000 00

Total additional Common Stock issued during the year. . . . . \$27,594,769 00

There were issued for Improvements, Betterments and Extensions as provided in the respective Mortgages securing said bonds:

First Mortgage 4% Bonds. . . . . 1,000,000 00

Pittsburgh, Lake Erie and West Virginia System 4% Bonds. . . . . 525,000 00

and under the provisions of the New York Division and Terminal Mortgage, its First Mortgage 4% Bonds. . . . . 1,050,000 00

Total Issues. . . . . \$30,169,769 00

from which deduct:

Ten Year Gold Convertible Debentures converted into Common Stock. . . . . \$134,000 00

And installments on subscriptions to the additional issue of \$27,750,000 00 Common Stock, which

were paid and taken up last year. . . . . 10,201,294 00 10,335,294 00 \$19,834,475 00

In "Capital Liabilities Assumed" there is a net decrease of \$82,234.78, the result of further payments on old equipment trusts of the Monongahela River and Pittsburgh and Western Companies, a reduction in the outstanding undeposited old securities, and additions in Ground Rent Liens on property purchased.

The \$30,000.00 Ten Year Gold Coupon 4½% Notes, which remained outstanding on June 30, 1906, have been retired.

Accrued Taxes and Ground Rents have decreased \$507,252.57, due to large payments during the year and the closing and adjustment of this old account, which has been carrying estimated payments during a series of years, to a basis of actual assessments and payments, to be maintained in the future. The amount carried to the credit of Profit and Loss by reason of this adjustment was \$336,486.60.

"Capital Assets" show an increase in Cost of Road, and Bonds and Stocks held by Trustees as security for the funded debt, of \$41,212,937.91, consisting of the proportion of construction expenditures of the year charged to Cost of Road, \$4,338,708.57; the transfer to Cost of Road of the cost of construction of the Mahoning Valley Western and Trumbull and Mahoning Railroads, aggregating \$6,360,287.79, which had been carried in the account of "Due by Other Companies as advances," together with some adjustments made during the year, and of additional deposits with Trustees, under provision of the several mortgages, of securities of sundry companies acquired during the year.

"Real Estate" has decreased during the year \$26,222.91, which represents the differences between the sale and acquisition of certain properties, with some minor adjustments.

"Equipment" shows a decrease of \$1,583,109.46, which will be found to be fully explained on pages 13-15.

"Securities Owned"—The ledger value of bonds owned by the Company, table 5, has increased \$4,825,416.09; the principal increases being in the holdings of your Company's own issues of bonds, made during the year account of improvements, as provided in the several mortgages, and the acquirement of Cleveland, Lorain and Wheeling Railway Consolidated Refunding Mortgage bonds, \$3,050,000.00, taken in settlement of advances made by your Company for improvements during the past several years; together with some decreases due to transfer of certain securities to the Insurance Fund investments, and to the transfer to other accounts of Chesapeake and Ohio Canal bonds of 1878, of par value of \$500,000.00, which were held as collateral security for advances made to the Canal Trustees, of which the Trustees have redeemed and canceled bonds to the value of \$240,000.00, and the remaining bonds, \$260,000.00 in amount, are yet with your Company as collateral for advances made.

The ledger value of stocks owned by the Company, table 4, has increased \$297,813.05, due mainly to increased holdings of your common stock and the purchase of additional stock of the Staten Island Railway Company, and to some adjustments made during the year.

In "Current Assets" there is a decrease in the item of "Due by Other Companies for Advances" of \$8,473,861.02—the principal items of decrease being the reduction of the accounts against the Mahoning Valley Western and the Trumbull and Mahoning Railroads, which were transferred to Capital Assets and now appear in "Cost of Road," and the adjustment of the account with the Cleveland, Lorain and Wheeling Railway, in which your Company received the Refunding Mortgage bonds of that Company, as previously stated in this report; the foregoing, with some other minor adjustments involving increases, as well as decreases, make up the net decrease for the year in this account.

The large increase in the account "Due by Individuals and Companies" \$18,314,066.56, beyond the fluctuating character of the items entering into this account, is occasioned by the advance of \$17,042,952.84 by your Company in the redemption and acquisition of the bonds of the Chicago Terminal Transfer Railroad Company for the purpose of protecting the occupancy by your Company of its passenger terminus in Chicago, pending a judicial determination of the rights of the parties in interest.

### Construction and Betterments.

The aggregate expenditures for Construction and Betterments for the twelve months have been.....	\$9,022,768 36
For the twelve months ended June 30, 1906, they were.....	9,050,924 07
A decrease of.....	<u>\$28,155 71</u>

The detail of the \$9,022,768.36 expended, is shown in the statement of "Analysis of Construction Charges," table 6, which gives the character of the expenditures and the points at which they were made. The general distribution as to locality was:

New York Division.....	\$14,922 11
Philadelphia Division.....	564,695 02
Baltimore Division.....	3,168,993 05
Cumberland Division.....	89,669 11
Shenandoah Division.....	643 80
Monongah Division.....	168,715 79
Wheeling Division.....	370,512 97
Ohio River Division.....	35,300 29
Connellsville Division.....	249,142 20
Pittsburgh Division.....	1,059,184 77
New Castle Division.....	1,227,539 82
Cleveland Division.....	587,959 14
Newark Division.....	666,014 19
Chicago Division.....	416,772 46
Southwestern Division.....	402,703 64
Total.....	<u>\$9,022,768 36</u>

Which amount was charged:

Capital Account, Cost of Road.....	\$4,338,708 57
Railroads in General Account.....	1,684,059 79
Income Account, being the appropriation out of Surplus Income of the year.....	3,000,000 00
Total.....	<u>\$9,022,768 36</u>



In addition to the foregoing, there were charged direct to the Income Account of the Company during the year the sum of \$1,099,981.09, and to the Railroads in General Account \$220,600.55, the character of such expenditure, and the locality, being given in statement of "Analysis of Miscellaneous Improvements Charged to Income," table 7. These improvements were in the nature of substantial betterments and additions to the property, but were not capitalized, nor were they considered as properly chargeable as an expense incident to operation. The general distribution as to locality was:

Philadelphia Division.....	\$93,268 97
Baltimore Division .....	439,203 19
Cumberland Division.....	23,304 92
Shenandoah Division.....	4,004 22
Monongah Division .....	68,933 88
Wheeling Division.....	23,348 71
Connellsville Division.....	52,551 91
Pittsburgh Division .....	151,534 39
New Castle Division .....	14,337 02
Cleveland Division .....	220,099 25
Newark Division .....	125,094 52
Chicago Division.....	5,092 94
Southwestern Division.....	99,807 72
Total.....	\$1,320,581 64

On the Baltimore and New York Railway the improvements at Linden Junction and the extension of yard at Cranford Junction have been completed, and additional right of way purchased.

Philadelphia—A new hay warehouse, 80 feet by 244 feet, located at Race Street, has been built and put into service.

Work on the new engine terminal and classification yard at East Side has progressed; there have been completed coal tipple, sand house, machine shop, blacksmith shop, boiler and engine room, store and oil house, two-story trainmen's building, two-story yardmaster's office and ash pit; considerable track also has been laid; the 25 stall engine house is still in course of construction, also a water treating plant, interlocking plant, two signal towers, water supply and fire protection, track laying and filling.

At Locust Street additional interlocking has been installed.

Darby—A new 15-ton pillar crane has been erected.

Bay View—Signal tower and new interlocking have been installed.

Between Philadelphia and Baltimore various pieces of additional right of way have been purchased.

Baltimore—Considerable property has been purchased for the enlargement and extension of Camden Yard, and for proposed new line, with elimination of grade crossings, from Hamburg Street to Curtis Bay Junction.

The construction of the new double 50-stall engine house at Riverside, machine shop, oil house, coal tipple, sand house, turn table, of additional heating, lighting, water supply and fire protection, together with grading and considerable track laying, has been completed; there are still under construction some track laying and filling, new electric interlocking plant, and a few small items. The old buildings are being torn down and the space formerly occupied will be covered with tracks.

Mount Clare—The saw mill, which was destroyed by fire, has been rebuilt and enlarged; considerable new and additional shop machinery has been placed in the shops.

Locust Point—The work on new Pier 8, to which allusion was made in report of last year, progressed and approached completion, when it was interrupted by accident. Conditions are now nearly ready for resumption of the work.

A new grain belt conveyor has been installed in Elevator C.



Hollofield and Davis—The new double track improvement between Hollofield and Davis, a distance of 15,917 feet, which was referred to in report of last year, has progressed steadily and is now nearing completion.

At Brunswick the extension of the present yard has steadily gone forward, the grading and track work being about 80 per cent. completed. This yard, together with an interlocking power plant to be installed, will be finished during the coming fiscal year. When completed this improvement will cover an area of 117 acres and will include an eastbound receiving yard of 16 tracks with a capacity of 65 cars each, a car repair yard with a capacity of 120 cars, an eastbound classification yard of 36 tracks with a capacity of 65 cars each and an eastbound solid train yard of 4 tracks with a capacity of 65 cars, with a gravity hump between the receiving and classification yards.

Washington—The grading for the joint coach and engine yards, located north of New York Avenue extended, between Florida Avenue and Langdon, has been about 95 per cent. completed and about 70 per cent. of the tracks have been laid. The two 25-stall engine houses, machine and blacksmith shop, oil house, storehouse, signal tower, battery charging station, boiler house, two-story enginemen's building, car repair shop, locker and wash room building, sand house and steel coal tipple, are about 98 per cent. completed; there are under construction a four-story storehouse, power plant, 150 foot brick chimney, oil house and three bedding airing and carpet cleaning sheds. The Rhode Island Avenue bridge has been completed; also the New York Avenue bridge to within 10 per cent.

Gaithersburg to Germantown—The double tracking between these two points, mentioned last year, together with interlocking at the ends of double track and the construction of station at Gaithersburg, has been completed.

Barnesville to Dickerson—This improvement, providing for double tracking between these points, the elimination of the wooden trestle at Little Monocacy bridge, interlocking at the ends of double track and new station at Barnesville, which received notice last year, has been completed.

Orleans Road to Great Cacapon—The extension of the west bound passing siding from Orleans Road to a point near Great Cacapon, 6½ miles, has been completed.

Hansrote to Baird—The extension of third track from Hansrote to Baird, with additional passing siding at Magnolia, interlocking, switches, etc., at Magnolia and Hansrote, and water station at Magnolia, have been completed.

Evitts Creek—New interlocking is being installed.

Cumberland—The grade crossing at Old Town Road has been eliminated.

Keyser—A new car repair shop and new caboose tracks in the yard have been finished.

Woodford to Webster—The extension of double track has been completed.

Parkersburg—Terminal and yard facilities.—A new 6-stall engine house, machine shop, store room and oil cellar, and considerable track have been completed; there are now under construction, tracks, coal tipple, sand house, single ash pit, under-grade crossing at East Street, and some minor items.

On the Connellsville Division, near Fairmont, the new bridge over the Monongahela River and the approaches to same, have been completed and put into use.

Wheeling—Passenger and Freight Terminals—This construction has progressed steadily during the year. The new line substitutes a 1.3 per cent. grade (the ruling grade on the line between Wheeling and Pittsburgh) for a 3 per cent. uncompensated grade and a curve of 17 degrees, equivalent to a grade of 3.5 per cent. This work involves the construction of masonry abutments, pier and retaining walls, excavation for street depression, changes of tracks and street car tracks, steel work for elevated tracks from Main Street to Chapline Street, new passenger station, 90 feet by 250 feet, power plant, two umbrella sheds, each of 620 feet length, and some minor items. The work is well advanced and should be completed within the year.

McKeesport to Wheeling Junction—The construction of third and fourth tracks has been somewhat retarded, owing to the difficulties in obtaining right of way and the necessary ordinances. At Braddock a new passenger station, 32 feet by 120 feet, and freight house, 40 feet by 400 feet, have been completed.

At Glenwood additional machinery and tools have been installed in the power house and shop, the yard has been extended and additional land purchased for further extensions.

Pittsburgh—Additional property has been purchased for the Try Street yard; 33d Street and Liberty Avenue yard; ore yard; and additional tracks have been laid.

The Glade Run trestle on the Butler Branch of the Pittsburgh Division has been replaced with a steel girder and masonry structure.

Youngstown—Plans have been prepared for an additional freight house and track facilities at this point, and property purchased for the purpose.

Akron—A portion of right of way has been purchased for the proposed new "Galeh line" near this point. The construction of this line will shorten the distance 5800 feet, securing better alignment and grades and eliminating considerable curvature, substituting grades of .3 per cent. compensated westbound and .37 per cent. compensated eastbound for 1.25 per cent. grades in both directions.

Sterling to Nova—The construction of a second track from Sterling to Nova, a distance of 25.7 miles, with passing sidings at Sterling and near Homer, west bound siding east of Lodi, and interlocking and rearrangement of tracks at Sterling, with necessary passenger and freight stations, water supply, etc., has progressed steadily during the year and is now well advanced, and should be completed during the next year.

Lorain—17th Avenue Yard—A new round house, shop buildings, turn table, water station, coaling station, ash pits, etc., extension of present power and lighting plant, and new car repair yard, have been completed.

Cleveland—The construction of a 10-stall engine house, machine and blacksmith shop, with 125-foot brick chimney, boiler and engine room, store and office building and oil house, trainmen's and shopmen's building, sand house, coal tipple, ash pit, water supply and fire protection, extension to power and lighting plant and car repair shop, and considerable yard and track work has been completed; there are now under construction, track work, yardmaster's office, shaving shed, locker room, carpenter shop, and some minor items. The entire improvement should be completed within the next year.

Newark—There has been constructed a 25-stall engine house; also two-story office building, store room and oil cellar, sand house, coal tipple, 80-foot turn table with electric motors for turning it, and new machinery and tools have been added. There yet remains to be completed the water supply and fire protection work.

On the line between Columbus and Newark, used jointly by this Company and the P., C., C. & St. L. Ry. Co., additional third tracks have been constructed between Central City and Outville 34,320 feet, and between Summit and Big Walnut 32,525 feet. There yet remains to be installed some interlocking and other work of minor character.

Chicago Junction—A new 25-stall engine house, machine and blacksmith shop, with 125-foot brick chimney, store and oil house, sand house, coal tipple, and considerable grade and track work have been completed.

Byers Junction to West Junction—The second main track has been completed, a distance of 7.48 miles, with 2.45 miles of sidings.

Portsmouth—Additional property is being purchased at Market and Fourth Streets on which to construct team tracks and freight house to handle increased freight business.

Mitchell—Additional yard tracks and sidings have been constructed at this point to provide facilities for the increased business.

Madeira to O'Bannon—Second track work and new station at Loveland have been completed.

During the year new stations have been erected at Ijamsville, Doubs, Gaithersburg, College, Tunnelton, Cameron, Littleton, Maggie, Holgate, Uniontown, D. C., Curtin, Allingdale, Orlando, Hollsopple, Bruceton, Harmony Junction, Braddock and Loveland, and there are now nearing completion, stations at Mt. Vernon, Cambridge, Sandusky and Fostoria.

The work of strengthening bridges for heavy power is steadily progressing, as indicated in the tables.

There were 1,245.14 miles of track ballasted; 77,306.29 tons of steel rail laid of 100 and 85 pounds to the yard; and 1,942,381 cross-ties used in renewals and construction.

77.11 miles of sidings, 5.01 miles of main track, 33.76 miles of second track, 11.56 miles of third track, and 6.89 miles of fourth track were built during the year.

### Washington Terminal.

This construction has continued without interruption and steady progress has been made. The expenditures of the Washington Terminal Company to June 30, 1907, aggregate \$12,207,682.30.

The exterior of the Washington Terminal Station, except cleaning down, pointing and dome roof, is completed; the interior of the east wing is 96 per cent. advanced; the central section, 90 per cent.; the west wing, 60 per cent.; the concourse, 96 per cent.; train sheds and platforms, 90 per cent.; express building, 95 per cent.; power house, 98 per cent.; tracks, 92 per cent.; interlocking and signal apparatus at K Street, 80 per cent., and at Massachusetts Avenue, 60 per cent.; and the filling for the plaza, 95 per cent. All masonry, bridge work and filling, tunnel and girder work on both the north and south approaches have been completed.

It is expected that train service will commence October 27, 1907.

### Equipment—Locomotives and Cars.

During the year, the following new rolling equipment was added to your service: 1 Electric Motor, 5 Passenger cars, 250 Freight cars and 1 Service car; the total equipment as of June 30, 1907, being

Locomotives .....	1,951
Passenger car equipment .....	1,176
Freight car equipment .....	83,500
Service car equipment .....	2,964

carried in the following accounts:

	LOCOMOTIVES.	CARS.		
		Passenger.	Freight.	Service.
Baltimore & Ohio Railroad .....	1,412	890	59,840	2,080
Baltimore & Ohio Equipment Co. ....	249		9,700	
Baltimore & Ohio Southwestern R. R. ...	176	188	9,164	627
Affiliated Lines .....	114	98	4,796	257
	1,951	1,176	83,500	2,964

as further explained below and in table 18 of this report.



## THE BALTIMORE AND OHIO RAILROAD COMPANY.

Referring to table 18 (pp. 50 and 51), Eightieth Annual Report, it will be seen that the entire equipment owned by the Company in service June 30, 1906, comprised:

1,132 Locomotives,	907 Passenger cars,	
6 Electric Motors,	63,975 Freight and Service Cars,	
10 Spare Tenders,		\$48,872,028 68

There have been charged to this account during the fiscal year—

Through purchase and construction at Company's works:

1 Electric Motor,	5 Passenger cars,	
32 Freight cars,	1 Service car,	\$140,081 58

Through betterments applied to Passenger cars, 1,136 00

And in course of adjustment of records, there have been restored in the current year:

37 Freight and Service cars,	6,520 00	147,737 58
		\$49,019,766 26

Credits have been made for record value of:

27 Locomotives, 10 Spare tenders, 17 Passenger cars and 2,130 Freight and Service cars "put out of service" through condemnation, wreck, sale, fire and destroyed on foreign roads.....	\$508,760 64	
and for depreciation of equipment.....	1,292,615 56	1,801,376 20
		\$47,218,390 06

being the value, June 30, 1907, of:

1,405 Locomotives,	890 Passenger cars,
7 Electric Motors,	61,920 Freight and Service cars.

The amount of reduction of Equipment (\$1,801,376 20), less salvage on equipment "put out of service," was charged to Operating Expenses.

NOTE—5 Passenger coaches were changed to service cars during the year.

## THE BALTIMORE AND OHIO EQUIPMENT COMPANY.

The equipment supplied through this Company during the year was:

218 Freight cars.....	\$214,076 00
-----------------------	--------------

making the total equipment supplied to June 30, 1907:

249 Locomotives and 9,700 Freight cars.....	15,114,451 50
---	---------------

## THE BALTIMORE AND OHIO SOUTHWESTERN RAILROAD COMPANY.

Referring to table 18 (p. 53), Eightieth Annual Report, it will be seen that the entire equipment in service June 30, 1906, comprised:

184 Locomotives,	194 Passenger cars,	
10,254 Freight and Service cars,		\$5,262,309 37

In the course of adjustment of records, there have been restored in the current year—

5 Freight cars and 1 Service car,	630 00
-----------------------------------	--------

\$5,262,939 37

Credits have been made for the record value of:

8 Locomotives, 5 Passenger cars, and 470 Freight and Service cars "put out of service" through wreck, condemnation, fire, sale, and destroyed on foreign roads.....	\$119,933 00	
and for depreciation of equipment.....	139,232 20	259,165 20
		\$5,003,774 17

being the value June 30, 1907, of:

176 Locomotives, 188 Passenger cars and 9,791 Freight and Service cars.

NOTE—1 Passenger coach was changed to service car during the year.

The amount of reduction of equipment (\$259,165 20), less salvage of equipment "put out of service," was charged to Operating Expenses.



**Marine Equipment.**

The amount at debit June 30, 1906, representing the value of Marine Equipment as shown on General Balance Sheet (page 20) of the Eightieth Annual Report, was ..... \$1,025,233 04

There have been charged this account during the year for construction of the following:

Steam Derrick Lighter Antietam.....	\$13,500 00	
Open Lighter Glenwood .....	5,748 65	
“ “ Hazelton.....	5,748 60	
Covered Lighter Ravenna.....	5,380 65	
Car Float 73-B.....	22,000 00	
“ “ 74-B.....	22,000 00	
“ “ 75-P.....	21,800 00	

Balance of payments on account of:

Open Lighter Connellsville.....	368 00	
“ “ Catawba.....	368 00	
“ “ Bessemer.....	368 00	
“ “ Braddock.....	368 00	
“ “ Montana .....	368 00	
Steam Lighter Ohio.....	9,086 26	
Purchase of Southern R'y Co.'s one-half interest in Tug Major Brewerton.....	3,400 00	
Payment on account Car Float 76-P.....	7,000 00	117,504 16
Total.....		\$1,142,737 20

There have been credited this account during the year account sale of:

Barge 52-B.....	5,575 00	
Interest in Float 71-S.....	3,400 00	8,975 00
Total.....		\$1,133,762 20

and there has been credited this account as of June 30, 1907, and charged to Operating Expenses, account of annual depreciation ..... 38,000 00

Total value Marine Equipment, June 30, 1907..... \$1,095,762 20

being the value of:

14 Steam Lighters and Tugs,	2 Pile Drivers,
125 Barges, Floats and Scows,	1 Wharf Boat.

**Insurance Fund.**

The value of the Insurance Fund on June 30, 1906, was \$724,121.07, and the estimated value as of June 30, 1907, is \$902,360.09, an increase for the year of \$178,239.02. In addition to the original cash appropriation of \$250,000.00, made in 1901, there now appears on the general books of your Company, the increment to this fund since its inception, \$634,278.59, which amount has been credited to Profit and Loss account. The character of the assets of the fund, and its investment will be found in table 8 of this report.

**Relief Department.**

The report of the Relief Department for the twelve months ended June 30, 1907, will be printed for distribution to members, as customary. The operations of the Department, covering the Relief, Savings and Pension features, will be found in table 9. The Pension feature is entirely maintained by contribution from the Company, and not by its employees.

## General.

The operations of the year indicate a continuation of the general business prosperity which has prevailed throughout the country, the participation in which, by your Company, is evidenced in the increased volume of traffic handled, and the gross earnings therefrom. The expenses of operation have been largely augmented by the increased force essential to the proper care of the large volume of traffic and by increases in the compensation of your employes, whose claims have been met in a liberal manner.

The year has also been marked by legislation on the part of the federal Congress, in a revision of the act for the regulation of commerce, through what is known as the Hepburn bill, which was adopted on June 30, 1906, becoming effective sixty days thereafter. Under this act, the authority and duties of the Interstate Commerce Commission were enlarged, and that body charged with the formulation of a uniform system of accounting, to be observed by all public carriers engaged in inter-state traffic.

The coöperation of the carriers, through their representative accounting officers, was invited, and there have been published by the Interstate Commerce Commission, as effective July 1, 1907, a Classification of Operating Revenues, a Classification of Operating Expenses, a Classification of Expenditures for Road and Equipment (Construction accounts), and a Classification of Locomotive, Car and Train Miles, to which all carriers will be required to conform, to the exclusion of other methods, from the above date. The Commission has also in hand other features of accounting regulation, which will be published and made effective as such may be determined.

In addition to the above, there has been legislation on the part of a number of the States, which threatens most serious consequences to the carriers affected thereby. This action has been mainly confined to a reduction of the charge for the transportation of passengers to a maximum rate of two cents per passenger per mile. The States whose action affects your lines, and the dates such action became effective, are: Virginia, July 1, 1907, (with an exception as to B. & O. lines), fixing the maximum at 3 cents per passenger per mile; West Virginia, May 21, 1907; Ohio, March 10, 1907; Pennsylvania, October 1, 1907; Indiana, April 10, 1907; Illinois, July 1, 1907. A compliance with the above legislation required a revision of passenger tariffs and rates, and it cannot be said at this time with any positiveness to what extent your passenger earnings will be affected; that the reduction will be considerable admits of no reasonable doubt. In some sections the incentive to travel may afford some possible compensation, but in others, nothing of this character can be looked for, and the result as a whole is problematical.

## Official Changes.

On December 1, 1906, Mr. C. C. F. Bent, formerly General Superintendent of the Main Line System, was appointed General Manager of The Baltimore and Ohio Southwestern Railroad, vice Mr. W. M. Greene, resigned.

The position of Superintendent of Transportation was created, and Mr. C. W. Galloway, formerly Superintendent of the Baltimore Division, was appointed thereto.

Mr. F. C. Batchelder, formerly Superintendent of the Chicago Division, was appointed General Superintendent of the Main Line System, vice Mr. C. C. F. Bent.

Mr. B. W. Duer, formerly Superintendent of the Pittsburgh Division, was appointed Superintendent of the Chicago Division, vice Mr. F. C. Batchelder.

Mr. E. A. Peck, formerly Superintendent of the New Castle Division, was appointed Superintendent of the Pittsburgh Division, vice Mr. B. W. Duer.

Mr. H. H. Temple, formerly Engineer Maintenance of Way, Pittsburgh Division, was appointed Superintendent of the New Castle Division, vice Mr. E. A. Peck.

Mr. O. H. Hobbs, formerly Superintendent of the Connellsville Division, was appointed Superintendent of the Baltimore Division, vice Mr. C. W. Galloway.

Mr. John J. Driscoll, formerly Train Master of the Connellsville Division, was appointed Superintendent of the Connellsville Division, vice Mr. O. H. Hobbs.

Mr. E. G. Lane, formerly Division Engineer of the New Castle Division, was appointed Engineer Maintenance of Way, Pittsburgh System, vice Mr. H. H. Temple.

On February 14, 1907, the resignation of Mr. James McCrea as a Director of the Company was accepted.

Mr. David C. Green, Assistant Secretary, having resigned to engage in other business, his resignation was accepted, ~~effective February 1, 1907.~~

Mr. O. A. Constans, ~~formerly~~ Division Freight Agent at Cleveland, Ohio, was appointed General Freight Agent at Pittsburgh, Pa., vice Mr. L. Rush Brockenbrough, resigned.

Mr. A. J. Anderson, formerly Division Freight Agent at Columbus, Ohio, was appointed Division Freight Agent at Cleveland, Ohio, vice Mr. O. A. Constans.

Mr. Herbert Sheridan, formerly Chief Clerk of Freight Traffic Department, was appointed Division Freight Agent at Columbus, Ohio.

The position of Assistant Real Estate Agent was created and Mr. Clarence H. Moran, formerly Chief Clerk of the Real Estate Department, was appointed thereto.

On June 13, 1907, under a reorganization of the Legal Department, Mr. Hugh L. Bond, Jr., formerly Second Vice-President and General Attorney, was appointed Second Vice-President and General Counsel.

Mr. John G. Wilson, formerly Assistant General Attorney, was appointed General Attorney.

Mr. Herbert R. Preston, formerly Assistant General Attorney, was appointed General Solicitor.

---

The President and Directors take great pleasure in acknowledging the faithful and efficient services of the officers and employes during the past year.

By order of the Board,

OSCAR G. MURRAY,  
*President.*



**Table 1.**  
STATEMENT OF FIXED AND OTHER INTEREST CHARGES, RENTALS, TAXES, ETC.,  
FOR THE YEAR ENDED JUNE 30, 1907.

	1907.	1906.	INCREASE.
<b>INTEREST ON BONDED DEBT OF THE BALTIMORE AND OHIO RAILROAD COMPANY.</b>			
PRIOR LIEN 3½ PER CENT. BONDS. 1 year to July 1, 1907, on.....\$75,000,000	\$2,625,000 00	\$2,607,500 00	\$17,500 00
FIRST MORTGAGE 4 PER CENT. BONDS. 1 year to July 1, 1907, on.....\$73,000,000	2,920,000 00	2,880,000 00	40,000 00
PITTSBURGH JUNCT. AND MIDDLE DIV. FIRST MORTGAGE 3½ PER CENT. BONDS. 1 year to July 1, 1907, on.....\$6,175,480	216,141 80	216,141 81	Dec. 01
Total issue \$13,810,530 00, Less deposited with Trustees \$7,635,050.00, interest on balance outstanding.			
SOUTHWESTERN DIVISION, FIRST MORTGAGE 3½ PER CENT. BONDS. 1 year to July 1, 1907, on.....\$45,000,000	1,575,000 00	1,575,000 00	
PITTSBURGH, LAKE ERIE AND WEST VIRGINIA SYSTEM REFUNDING MORTGAGE 4 PER CENT. BONDS. 1 year to July 1, 1907, on.....\$37,338,900	\$1,493,556 00		
8 months, November 1, 1906, to July 1, 1907, on 1,000	26 66		
2 months, May 1, 1906, to July 1, 1906, on \$513,000	3,420 00	1,497,002 66	1,320,762 67
			176,239 99
\$37,339,900			
FOUR PER CENT. TEN-YEAR GOLD CONVERTIBLE DEBENTURES. 2 months, July 1, 1906, to September 1, 1906, on \$274,000	\$1,826 67		
6 months, September 1, 1906, to March 1, 1907, on 150,000	3,000 00		
4 months, March 1, 1907, to July 1, 1907, on... 140,000	1,806 67	6,693 34	13,353 33
			Dec. 6,659 99
NEW YORK DIVISION AND TERMINAL FIRST MORTGAGE 4 PER CENT. BONDS. 1 year to July 1, 1907, on.....\$3,950,000	\$158,000 00		
1 month, June 1, 1907, to July 1, 1907, on..... 1,050,000	3,500 00	161,500 00	92,166 67
			69,333 33
\$5,000,000			
LOAN OF 1853, EXTENDED @ 1 PER CENT. 9 months, July 1, 1906, to April 1, 1907, on.... \$114,000	\$3,420 00		
3 months, April 1, 1907, to July 1, 1907, on ... 112,500	1,125 00	1,545 00	4,620 00
			Dec. 75 00
Total.....	\$9,005,882 80	\$8,709,544 48	\$296,338 32
<b>INTEREST ON BONDED DEBT OF OTHER COMPANIES THE OPERATIONS OF WHICH ARE INCLUDED IN THAT OF THE BALTIMORE AND OHIO RAILROAD COMPANY.</b>			
BALTIMORE AND NEW YORK RAILWAY CO. FIRST MORTGAGE BONDS. 1 year to July 1, 1906, @ 5 per cent. on.....\$350,000		\$17,500 00	Dec. \$17,500 00
SCHUYLKILL RIVER EAST SIDE R. R. CO. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 4 per cent. on.....\$5,000,000	\$200,000 00	200,000 00	
PITTSBURGH AND CONNELLSVILLE R. R. CO. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 4 per cent. on.....\$58,000	2,320 00	2 340 00	Dec. 20 00
CENTRAL OHIO R. R. CO. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 4½ per cent. on.....\$1,009,000	45,405 00	45,405 00	
SANDUSKY, MASSFIELD AND NEWARK R. R. CO. CONSOLIDATED MORTGAGE BONDS. 1 year to July 1, 1907, @ 7 per cent. on.....\$638,000	44,660 00	44,660 00	
WEST VIRGINIA AND PITTSBURGH R. R. CO. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 4 per cent. on.....\$1,000,000	160,000 00	160,000 00	

Table 1—Continued.

STATEMENT OF FIXED AND INTEREST CHARGES, RENTALS, TAXES, ETC.,  
FOR THE YEAR ENDED JUNE 30, 1907.

	1907.	1906.	INCREASE.
MONONGAHELA RIVER R. R. Co. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 5 per cent. on..... \$700,000	\$35,000 00	\$35,000 00	
PITTSBURGH AND WESTERN RY. Co. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 4 per cent. on..... \$9,700,000	388,000 00	388,000 00	
ELLWOOD SHORT LINE R. R. Co. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 5 per cent. on..... \$300,000	15,000 00	15,000 00	
PITTSBURGH, NEW CASTLE AND LAKE ERIE R. R. Co. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 4 per cent. on..... \$219,000	8,760 00	8,760 00	
PITTSBURGH, CLEVELAND AND TOLEDO R. R. Co. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 6 per cent. on..... \$2,400,000	144,000 00	144,000 00	
PITTSBURGH JUNCTION R. R. Co. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 6 per cent. on..... \$1,440,000	86,400 00	86,400 00	
PITTSBURGH JUNCTION R. R. Co. SECOND MORTGAGE BONDS. 1 year to July 1, 1907, @ 5 per cent. on..... \$300,000	15,000 00	15,000 00	
PITTSBURGH JUNCTION TERMINAL Co. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 5 per cent. on..... \$500,000	25,000 00	25,000 00	
OHIO RIVER R. R. Co. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 5 per cent. on..... \$2,000,000	100,000 00	100,000 00	
OHIO RIVER R. R. Co. GENERAL MORTGAGE BONDS. 1 year to July 1, 1907, @ 5 per cent. on..... \$2,941,000	147,050 00	147,050 00	
HUNTINGTON AND BIG SANDY R. R. Co. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 6 per cent. on..... \$400,000	24,000 00	24,000 00	
RIPLEY AND MILL CREEK VALLEY R. R. Co. FIRST MORTGAGE BONDS. 1 year to July 1, 1907, @ 6 per cent. on..... \$50,000	3,000 00	3,000 00	
Total.....	\$1,443,595 00	\$1,461,115 00	Dec. \$17,520 00
Total Interest on Bonded Debt payable by The Baltimore and Ohio Railroad Company.....	\$10,449,477 80	\$10,170,659 48	\$278,818 32
GROUND RENTS AND INTEREST ON REAL ESTATE MORTGAGES.			
GROUND RENTS.....	\$111,836 80	\$115,263 72	Dec. \$3,426 92
REAL ESTATE MORTGAGES.....	5,438 00	6,829 13	Dec. 1,391 13
Total.....	\$117,274 80	\$122,092 85	Dec. \$4,818 05
CAR TRUST INTEREST.			
MONONGAHELA RIVER RAILROAD Co. TRUST.....	\$5,472 51	\$9,895 84	Dec. \$4,423 33
PITTSBURGH AND WESTERN RY. Co. EQUIPMENT TRUST.....	6,804 18	11,312 51	Dec. 4,508 33
Total, Car Trust Interest payable by The Baltimore and Ohio Railroad Company.....	\$12,276 69	\$21,208 35	Dec. \$8,931 66
MISCELLANEOUS.			
GUARANTEED DIVIDEND WINCHESTER AND STRASBURG RAILROAD Co. STOCK.....	\$1,192 00	\$1,192 00	
RENTS PAID FOR TRACKS, YARDS, TERMINALS AND OTHER PROPERTY.....	248,477 77	242,883 80	\$5,593 97
Total.....	\$249,669 77	\$244,075 80	\$5,593 97
TAXES.....	\$1,759,795 44	\$1,448,363 60	\$311,431 84
GRAND TOTAL.....	\$12,588,494 50	\$12,006,400 08	\$582,094 42

Table 2.  
GENERAL BALANCE SHEET.

		COMPARISON WITH JUNE 30, 1906.	
		INCREASE.	DECREASE.
<b>CAPITAL ASSETS.</b>			
Cost of Road including Bonds and Stocks pledged with Trustees as security for Funded Debt issued:			
Cost of Road .....	\$165,066,928 47	\$10,542,932 17	
Bonds and Stocks held by Trustees.....	174,605,265 11	670,005 74	
	\$339,672,193 58		
Real Estate:			
Miscellaneous.....	\$6,878,752 93		\$26,255 59
Property at Washington, D. C.....	583,584 54	32 68	
	7,462,337 47		
Gas and Electric Plants .....	711,947 81	15,020 01	
Equipment:			
Rolling Stock .....	\$47,218,390 06		1,653,638 62
Marine Equipment.....	1,095,762 20	70,529 16	
	48,314,152 26		
Total.....	\$396,160,631 12		
Securities Owned:			
Bonds:			
Baltimore and Ohio Railroad Co.....	\$17,829,379 27	2,395,424 15	
Sundry other Companies .....	5,568,109 11	2,429,991 94	
	23,397,488 38		
Stocks:			
Baltimore and Ohio Railroad Co.....	\$1,215,845 18	193,816 20	
B. & O. Equipment Co.....	1,000,000 00	1,000 00	
Sundry other Companies .....	30,231,815 39	102,996 85	
	32,447,660 57		
Total.....	55,845,148 95		
New Bonds and Stocks held to retire old securities.....	248,425 21		4,485 00
Insurance Fund.....	884,278 59	634,278 59	
Materials on hand .....	6,371,071 32	1,022,141 28	
<b>CURRENT ASSETS.</b>			
Cash in hands of Treasurer.....	\$5,914,377 87		2,967,142 94
Cash on deposit with fiscal agents to pay coupons.....	5,759 80		3,450 00
Due by other companies for advances:			
B. & O. Equipment Co.....	\$14,114,451 50		
Other Companies.....	1,703,325 91		
	15,817,777 41		8,473,861 02
Due by Individuals and Companies .....	27,490,340 42	18,314,066 56	
Traffic Balances.....	1,578,841 11		91,897 57
Due from Agents.....	4,515,182 16	881,195 01	
Loans and Bills Receivable .....	5,715 75		9,947 58
Miscellaneous.....	590,662 95	78,360 40	
Total.....	55,918,657 47		
		\$515,428,212 66	\$24,121,112 42



**Table 2.**  
**YEAR ENDED JUNE 30, 1907.**

		COMPARISON WITH JUNE 30, 1906.	
		INCREASE.	DECREASE.
<b>CAPITAL LIABILITIES.</b>			
Capital Stock:			
Preferred .....	\$60,000,000 00		
Common .....	152,174,829 00	\$27,594,769 00	
Paid on subscription to additional issue of \$27,750,000			
Common Stock .....			\$10,201,294 00
	\$212,174,829 00		
Funded Debt:			
Prior Lien Three and One-half Per Cent. Bonds .....	\$75,000,000 00		
First Mortgage Four Per Cent. Bonds .....	73,000,000 00	1,000,000 00	
Pittsburgh Junction and Middle Div. Prior Lien Three and One-half Per Cent. Bonds .....	13,810,530 00		
Southwestern Div. Three and One-half Per Cent. Bonds.	45,000,000 00		
Ten Year Gold Con. Debenture Four Per Cent. Bonds.	140,000 00		134,000 00
Pitts., Lake Erie and W. Va. Four Per Cent. Refdg. Bonds.	37,339,900 00	525,000 00	
New York Div. and Terminal Four Per Cent. Bonds...	5,000,000 00	1,050,000 00	
	249,290,430 00		
Capital Liabilities Issued .....	\$461,465,259 00		
Monongahela River R. R. Co. First Mtge. 5% Bonds .....	\$700,000 00		
West Va. and Pitts. R. R. Co. First Mtge. 4% Bonds .....	4,000,000 00		
Schuylkill Riv. E. S. R. R. Co. First Mtge. 4% Bonds .....	5,000,000 00		
Ground Rent Liens .....	1,082,280 41	48,391 25	
Real Estate Mortgages .....	20,000 00		
Old Bonds and Stocks not deposited under plan .....	128,900 97		3,626 03
Monongahela River R. R. Co. Car Trust Warrants .....	109,000 00		50,000 00
Pittsburgh and Western R'y Co. Equipment Trusts .....	55,000 00		77,000 00
Capital Liabilities Assumed .....	11,095,181 38		
Total .....	\$472,560,440 38		
<b>CURRENT LIABILITIES.</b>			
Accounts Payable for current expenditures:			
Audited Vouchers .....	\$2,817,989 04		469,625 98
Pay Rolls and Unclaimed Wages .....	3,343,610 06	287,655 49	
	\$6,161,599 10		
Loans and Bills Payable .....			30,000 00
Funds and Accounts of controlled companies:			
Miscellaneous .....	\$1,637,502 14	748,359 51	
Washington Branch, including annuities .....	345,625 86		830,938 51
	1,983,128 00		
Traffic Balances .....	1,715,585 81	479,192 08	
Matured Interest on Bonds unpaid .....	98,862 56		33,094 38
Accrued Interest on funded debt .....	3,553,458 64	15,773 84	
Dividends on Stock unpaid:			
Declared, but not due .....	\$5,765,244 87	827,843 07	
Due, but not called for .....	67,975 63	7,248 92	
	5,833,220 50		
Accrued Taxes and Ground Rents .....	32,439 26		507,252 57
Relief Departments .....	2,385,110 52	98,728 39	
Miscellaneous .....	1,364,825 87		140,916 63
Total .....	23,128,230 26		
Profit and Loss .....	19,739,542 02	3,915,898 97	
	\$515,428,212 66	\$24,121,112 42	

The above General Balance Sheet presents an accurate and true statement of the Accounts of the Company as of June 30, 1907.

H. D. BULKLEY, *Comptroller.*

Table 3.

## STATEMENT OF SUNDRY OLD SECURITIES NOT DEPOSITED AS OF JUNE 30, 1907.

OLD SECURITIES NOT DEPOSITED.		
Bonds. Par \$1,000.	CLASS.	Amount.
113	B. & O. Extended 4's. ....	\$113,000 00
9	B. & O. Consol. 5's. ....	9,000 00
1	B. & O. Loan, 1885. ....	1,000 00
1	Washington City and Point Lookout R. R. ....	1,000 00
	Total Old B. & O. Bonds outstanding. ....	\$124,000 00
Old B. & O. Stocks outstanding. ....		4,900 97
		\$128,900 97
Old P. & C. Bonds outstanding. ....		58,000 00
		\$186,900 97
305 shares	Pittsburgh Junction R. R., Common Stock. ....	\$15,250 00
94 "	Central Ohio R. R., Common Stock and \$27.12 scrip. ....	4,727 12
27 "	Sandusky, Mansfield and Newark R. R. Stock. ....	1,350 00
		21,327 12
		\$208,228 09

## NEW SECURITIES HELD BY TRUSTEES AND TREASURER TO REDEEM ABOVE.

Prior Lien 3½ per cent. Bonds. ....	\$185,725 00
First Mortgage 4 per cent. Bonds. ....	22,625 00
Preferred Stock. ....	33,923 21
Common Stock. ....	6,152 00
Total (See General Balance Sheet, Table 2). ....	\$248,425 21

Table 4.

STOCKS OWNED BY THE BALTIMORE AND OHIO RAILROAD COMPANY, JUNE 30, 1907.

NAME OF SECURITY.	SHARES.	EACH.	TOTAL PAR.
Akron and Barberton Belt R. R. Co.....	250	\$100 00	\$25,000 00
Akron Union Passenger Depot.....	500	100 00	50,000 00
Allegheny and Westmoreland R. R. Co., subscription to stock, payment made on account..			28,000 00
Baltimore and Ohio Railroad Company, preferred, treasury.....	11,006	100 00	{ 1,100,626 60
	Scrip.	26 69	
Baltimore and Ohio Railroad Company, common, treasury.....	2,337	100 00	{ 233,741 26
	Scrip.	44 26	
Baltimore and Ohio Connecting R. R. Co.....	2,000	100 00	200,000 00
Baltimore and Ohio Equipment Company.....	10,000	100 00	1,000,000 00
Baltimore Brick Company, preferred.....	3	100 00	300 00
Baltimore Chamber of Commerce, Certificate of Membership.....			156 00
Baltimore Export and Import Company.....	10	50 00	500 00
Bay Ridge and Annapolis R. R. Co.....	1,000	50 00	50,000 00
Bay Ridge Improvement Company.....	2,980	50 00	149,000 00
Bedford and Western R. R. Co.....	2,500	100 00	250,000 00
Berlin and Lovettsville Bridge Co.....	60	100 00	6,000 00
Brown Manufacturing Co.....	5	100 00	500 00
Camden Warehouses.....	50	100 00	5,000 00
Chesapeake and Ohio Canal Transp. Co., subscription to stock, payment made on account..			5,800 00
Chesapeake and Ohio Transportation Co., subscription to stock, payment made on account..			3,750 00
Chicago Board of Trade, Certificate of Membership.....	1		1,100 00
Chicago Union Transfer and Railroad Co., preferred.....	400	100 00	40,000 00
Chicago Union Transfer and Railroad Co., common.....	400	100 00	40,000 00
Cleveland Chamber of Commerce, Certificate of Membership.....			90 00
Cleveland, Youngstown and Pittsburgh R. R. Co.....	10	100 00	1,000 00
Confluence and Morgantown R. R. Co., subscription to stock, payment made on account..			25,000 00
Connellsville, Uniontown and Wheeling R. R. Co., subscription to stock, payment made on account..			75,000 00
Delaware and Western Coal Co.....	100	50 00	5,000 00
East St. Louis Relay Passenger Association, subscription to stock, payment made on account..			2,646 92
Electric Power Co.....	55	100 00	5,500 00
Elk Creek R. R. Co., subscription to stock, payment made on account..			140 00
Fairmont, Shinnston and Clarksburg R. R. Co.....	400	100 00	40,000 00
Fairport Warehouse and Elevator Co.....	6,000	50 00	300,000 00
Fayette County R. R. Co.....	2,148	50 00	107,400 00
Gauley Company.....	4,156	100 00	415,600 00
Georgetown Barge, Dock, Elevator and Ry. Co.....	15	50 00	750 00
Greene County R. R. Co.....	1,250	50 00	62,500 00
Hancock Bridge Co.....	24	25 00	600 00
Hocking Valley Ry. Co.....	11,540	100 00	1,154,000 00
Kentucky and Indiana Bridge and R. R. Co.....	250	100 00	25,000 00
London County and Frederick Bridge Co.....	60	100 00	6,000 00
Manor Mining and Manufacturing Co.....	250	100 00	25,000 00
Metropolitan Southern Ry. Co.....	10	50 00	500 00
Missouri and Illinois Bridge and Belt R. R. Co.....	170	100 00	17,000 00
Morgan County R. R. Co.....	17	100 00	1,700 00
Morgantown and Confluence R. R. Co.....	10	100 00	1,000 00
Pattersons Creek and Potomac R. R. Co.....	200	100 00	20,000 00
Paw Paw R. R. Co.....	200	100 00	20,000 00
Pennsylvania and Lake Erie Dock Co.....	500	100 00	50,000 00
Perry Water Co.....	25	100 00	2,500 00
Philadelphia Bourse.....	20	50 00	1,000 00
Philadelphia Commercial Exchange, Certificate of Membership.....			150 00
Philadelphia Maritime Exchange, Certificate of Membership.....			10 00
Philadelphia Produce Exchange, Certificate of Membership.....			10 00
Pittsburgh and Fairmont Short Line R. R. Co.....	6	100 00	600 00
Pittsburgh Joint Stock Yards Co.....	5,000	100 00	500,000 00
Point Pleasant, Buckhannon and Tygarts Valley R. R. Co.....	110	50 00	5,500 00
Potomac and Allegheny R. R. Co., Maryland.....	200	50 00	10,000 00
Potomac and Allegheny R. R. Co., Pa., subscription to stock, payment made on account..			15,500 00
Potomac R. R. Co., Maryland.....	31	50 00	1,550 00
Potomac R. R. Co., West Virginia, subscription to stock, payment made on account..			170 00
Quemahoning Branch R. R. Co.....	5,000	50 00	250,000 00
Reading Company, first preferred.....	121,300	50 00	6,065,000 00
Reading Company, second preferred.....	285,300	50 00	14,265,000 00
Reading Company, common.....	200,050	50 00	10,002,500 00
Real Estate and Improvement Co. of Baltimore City.....	25	100 00	2,500 00
Richmond-Washington Company.....	4,450	100 00	445,000 00
Schuylkill Improvement Land Co.....	40	50 00	2,000 00
Schuylkill River East Side R. R. Co.....	50,000	50 00	2,500,000 00
Sharpsville R. R. Co.....	3,595	50 00	179,750 00
Carried forward.....			\$39,799,643 87



Table 4—Continued.

## STOCKS OWNED BY THE BALTIMORE AND OHIO RAILROAD COMPANY, JUNE 30, 1907.

NAME OF SECURITY.	SHARES.	EACH.	TOTAL PAR.
<i>Brought forward</i> .....			\$39,799,643 87
Skinner Shipbuilding and Dry Dock Co.....	46	\$100 00	4,671.87
Smithfield and Masontown R. R. Co.....	Scrip. 2,200	71 87 50 00	110,000 00
Snow Fork and Hocking R. R. Co., subscription to stock, payment made on account.....			500 00
Staten Island Ry. Co.....	13,623	75 00	1,021,725 00
Syracuse Water Power Co.....	40	25 00	1,000 00
Terminal Land Co., Certificates.....			70 31
Tygarts Valley and Cheat River R. R. Co.....	100	100 00	10,000 00
Tylerdale Connecting R. R. Co.....	125	100 00	12,500 00
Union Stock Yards Co.....	2,000	100 00	200,000 00
Valley R. R. Company of Virginia.....	17,047	100 00	1,704,700 00
Washington Terminal Co.....	12,500	100 00	1,250,000 00
Washington and Western Maryland R. R. Co.....	10	50 00	500 00
West Virginia and Pennsylvania R. R. Co.....	753	100 00	75,300 00
Winchester and Potomac R. R. Co.....	7,036	25 00	175,900 00
Winchester and Strasburg R. R. Co.....	5,702	100 00	570,200 00
Total.....			\$44,936,711 05

Value as per General Balance Sheet .....\$32,447,660 57

Examined and found correct—securities verified.

H. D. BULKLEY, *Comptroller*.

Table 5.

## BONDS OWNED BY THE BALTIMORE AND OHIO RAILROAD COMPANY, JUNE 30, 1907.

NAME OF SECURITY.	NUMBER OF BONDS.	EACH.	TOTAL PAR.
Baltimore and Ohio R. R., Prior Lien 3½ per cent., Treasury.....	2,062	\$1,000 00	\$2,072,725 00
	21	500 00	
Baltimore and Ohio R. R., First Mortgage 4 per cent., Treasury.....	Scrip. 2,025	225 00 1,000 00	2,026,375 00
	Scrip. 1,504	1,375 00 1,000 00	
Baltimore and Ohio R. R., Southwestern Division 3½ per cent., Treasury.....	18	500 00	1,513,360 00
	Scrip. 7,221	360 00 1,000 00	
Baltimore and Ohio R. R., P. L. E. and W. Va. Ref. Mtge. 4 per cent., Treasury.....	Scrip. 900	900 00	7,221,900 00
Baltimore and Ohio R. R., New York Division and Terminal Mortgage 4 per cent., Treasury.....	5,000	1,000 00	
Baltimore and Ohio R. R., Pittsburgh Junction and Middle Division Mortgage 3½ per cent., Treasury.....	Scrip. 50	250 00 1,000 00	5,000,000 00
Bay Ridge and Annapolis R. R. Co., 1st Mortgage.....	252	50 00 1,000 00	
Bay Ridge Improvement Co., 1st Mortgage Income.....			252,000 00
Bay Ridge Improvement Co., 1st Lien Certificates.....			9,240 00
Bay Ridge Improvement Co., Collateral Trust and Loan Notes.....			6,900 00
Chesapeake and Ohio Canal Co., Bonds of 1844.....	582	1,000 00	875,000 00
	586	500 00	
Cleveland, Lorain and Wheeling Ry. Co., Consolidated Ref. Mortgage.....	3,050	1,000 00	3,050,000 00
Cleveland Terminal and Valley R. R. Co., Lease Warrants.....	57	1,000 00	
Columbus and Cincinnati Midland R. R. Co., 1st Mortgage.....	1	1,000 00	1,000 00
Delaware and Western Coal Co., 1st Mortgage.....	229	1,000 00	
Kentucky and Indiana Bridge and Railroad Co., 4 per cent.....	379	1,000 00	379,674 54
	Scrip. 535	674 54 1,000 00	
Pittsburgh and Baltimore Coal Co., 1st Mortgage.....	15	1,000 00	535,000 00
Skinner Shipbuilding and Dry Dock Co., 1st Mortgage.....	Scrip. 201	687 50 1,000 00	
Union Stock Yards Co., 1st Mortgage.....	750	1,000 00	201,000 00
Valley Railroad Company of Virginia, 1st Mortgage.....	26	50 00	
	49	100 00	750,000 00
Winchester and Potomac R. R. Co., 1st Mortgage.....	40	200 00	
	88	500 00	147,200 00
Winchester and Potomac R. R. Co., 2d Mortgage.....	89	1,000 00	
	85	1,000 00	85,000 00
Total.....			

Value as per General Balance Sheet .....\$23,397,488 38

Examined and found correct—securities verified.

H. D. BULKLEY, *Comptroller*.

**Table 6.**  
ANALYSIS OF CONSTRUCTION CHARGES.

## BALTIMORE AND NEW YORK RAILWAY—

Linden Avenue Junction—Extension of 20 foot arch.....	\$476 64	
Cranford Junction, N. J.—Extension of yard and tracks.....	1,591 62	
Purchase of right-of-way.....	12,853 85	
Total Baltimore and New York Ry.....		\$14,922 11

## PHILADELPHIA DIVISION—

## SCHUYLKILL RIVER EAST SIDE R. R.—

Philadelphia—New hay warehouse at Race Street.....	\$28,200 74	
“ Additional interlocking at Locust Street.....	3,389 03	
“ New penstock at Locust Street.....	582 55	
“ East Side—New yard, round house, shops, etc.....	482,086 77	
Sidings—To promote earnings.....	1,221 48	
		\$515,480 57

## BALTIMORE AND PHILADELPHIA R. R.—

Darby—Fifteen ton pillar crane.....	\$1,260 30	
Chester—Purchase of right to close undergrade crossing at bridge No. 80-B.....	3,000 00	
“ Subway to carry Bullens road under tracks.....	3,132 10	
“ Inter-track fence and additional crossing gates.....	262 27	
Harvey—Overhead crossing.....	1,172 80	
Silverside—Additional right-of-way.....	288 05	
Stanton—Additional right-of-way.....	126 00	
Newark—Additional right-of-way.....	102 25	
		9,343 77

## PHILADELPHIA BRANCH—

Additions to east end Susquehanna bridge.....	\$28,189 44	
Susquehanna River—New double track bridge.....	6,028 18	
Swan Creek—Purchase of right to crossing at Silver Farm.....	704 20	
Poplar—Additional right-of-way.....	1,004 90	
Bay View—Interlocking signals through yard.....	3,935 84	
	\$39,862 56	
Less: Sale of land at Bay View.....	500 00	
		39,362 56

## LANCASTER, CECIL AND SOUTHERN R. R.—

Providence Mills—Additional team track.....	508 12	
Total Philadelphia Division.....		\$564,695 02

## BALTIMORE DIVISION—

## BALTIMORE BELT R. R.—

Bay View—Interlocking signals through yard.....	\$4,687 12	
Baltimore—Right-of-way at Huntington Avenue.....	340 09	
“ Purchase of interest in alley through Oak Street yard.....	1,007 75	
	\$6,034 96	
Less: Proportion chargeable to Operation, account coach yard and turntable at Huntington Avenue.....	\$120 00	
Sidings—To promote earnings, overcharge for materials.....	289 06	
Transfer to Main Line of its proportion of cost of inspection and drop pits in electrical shop near power house.....	2,110 68	2,519 74
		\$3,515 22

## CANTON BRANCH—

Bay View—Interlocking signals through yard.....	\$2,056 47	
Sidings—To promote earnings.....	705 94	

## CURTIS BAY BRANCH—

Sidings—To promote earnings.....	1,507 94	
----------------------------------	----------	--

## MAIN LINE—

Baltimore—Camden Station—Property for enlargement of yard.....	\$9,075 86	
“ “ “ Additional arc lights in yard.....	312 07	
“ “ “ New Gantry crane.....	247 07	
“ “ “ Property for yard and express facilities.....	112,188 87	
“ “ “ Property for new line, Hamburg Street to Curtis Bay Junction.....	315,731 66	
“ “ “ Team track between West and Hamburg Streets.....	2,111 15	
“ —Camden Station and Baileys—Crossing gates between.....	3,400 63	

**Table 6—Continued.**  
**ANALYSIS OF CONSTRUCTION CHARGES.**

## BALTIMORE DIVISION—Continued.

## MAIN LINE—continued.

Mt. Clare—Improvements account of erecting and machine shops and new tracks for same...	\$2,895 81
“ Addition to saw mill building, and new and additional machinery.....	43,776 34
“ Paving in Blue Line wagon shed and driveway.....	3,245 00
“ New machinery.....	14,627 96
“ Property for additional team tracks.....	72,384 66
Baileys—Drop pit in electrical shop.....	4,303 18
Baileys and Relay—Block signals between.....	2,911 87
Riverside—New round house, machine shops, coal trestle, turntable, yard, etc.....	331,523 23
“ New machinery.....	5,535 17
Locust Point—New pier No. 9.....	50 00
“ “ New pier No. 8.....	177,274 25
“ “ Belt conveyor in Elevator “C”.....	7,105 55
“ “ Additional telephone wires.....	139 52
Relay—Additional right-of-way.....	1,557 80
Hollofield and Davis—Change of line and grades eliminating 542 degrees of central angle, reducing maximum curvature from 12 degrees to 7 degrees, and maximum grade west bound from .9 per cent. to .5 per cent., and shortening the distance 2988 feet.....	208,709 69
Woodbine—New combination station.....	144 00
Mt. Airy—Completing connection between the old and new line at east end of tunnel, in connection with the improvement and lowering the grade from 1½ per cent. to .85 per cent., compensated, saving 4860 feet in distance and 449 degrees curvature.....	1,538 12
“ Additional water supply.....	4,646 65
Mt. Airy Junction—New siding.....	125 13
Ijamsville—New combination station.....	107 33
Reel's Mill—Addition to coal tipple, sand house and cinder hoist.....	5,865 38
Donbs—New combination station.....	1,224 91
Point of Rocks—Purchase of stock pens and land occupied by same.....	1,165 00
Brunswick—New yard at west end.....	610,108 83
“ Purchase of property to remove obstruction.....	2,500 00
Sidings—To promote earnings.....	2,259 42
	\$1,948,792 11
Less: Sale of old house at Moravia.....	\$50 00
Transfer of stationary engine from Mt. Clare to Zanesville, Ohio.....	1,510 00
Miscellaneous credits.....	2 11
	1,562 11

\$1,947,230 00

## ALEXANDRIA BRANCH—

Uniontown—Freight house, team tracks and paving.....	\$12,714 32
Sidings—To promote earnings.....	464 43

13,178 75

## METROPOLITAN BRANCH—

Washington—Freight terminals.....	\$24,661 83
Gaithersburg to Germantown—New second track.....	30,938 41
Buck Lodge—Crossing bell.....	164 97
Barnesville to Dickerson—New second track, etc.....	44,316 99
Siding—To promote earnings.....	375 81

100,458 04

## WASHINGTON BRANCH—

Relay—Block signals.....	\$231 57
Relay and 12th Street tower, Washington—Automatic signals between.....	22,344 97
Montevideo—Additional right-of-way.....	1,522 05
College—New passenger station.....	2,541 58
Brentwood—Crossing bell.....	270 71
Washington—Coach yard, round house and shops, (joint with Philadelphia, Baltimore and Washington R. R.) account of terminals.....	1,034,398 71
“ Coal yard, account of terminals.....	1,249 01
“ Connection, Montana Ave. to Langdon.....	3,342 71
Sidings—To promote earnings.....	54 79

\$1,065,956 16

Less: Sale of old house at Dorsey..... 5 00

1,065,951 16

## WASHINGTON AND WESTERN MARYLAND R. R.—

Engineering, purchase of right-of-way and grading.....	34,284 52
--	-----------

## WASHINGTON COUNTY R. R.—

Siding—To promote earnings.....	105 01
---------------------------------	--------

Total Baltimore Division..... \$3,168,993 05



**Table 6—Continued.**  
ANALYSIS OF CONSTRUCTION CHARGES.

## CUMBERLAND DIVISION—

## MAIN LINE—

Shenandoah Junction—Additional right-of-way.....	\$433 33
Hobbs—Additional right-of-way.....	138 00
Kearneysville—Additional right-of-way.....	125 00
“ Stock pens.....	262 57
Opequon—Interlocking.....	2,032 62
Martinsburg—Additional right-of-way.....	1,260 00
Great Cacapon to Orleans Road—Extension of east and west bound passing sidings.....	12,801 87
Doe Gulley Tunnel—Automatic signals.....	230 69
Hansrote to Baird—Extending third track, and additional passing siding at Magnolia.....	30,415 29
Evitts Creek—Interlocking.....	1,418 65
Cumberland—Undergrade crossing at Old Town road.....	8,005 50
Keyser—Yard, shops, round house, ash pits, scales, coal trestle, machinery and interlocking.	1,070 60
“ Car repair shop.....	24,534 64
“ New caboose tracks in yard.....	1,585 07
Terra Alta—Electric signal line.....	185 26
Rowlesburg—Interchange track to connect with Morgantown and Kingwood R. R.....	973 77
Tunnelton—New passenger station.....	869 57
Newburg—Distant signals.....	911 17
Hardman, McMillan and Empire—Signal towers at.....	3,765 70
East Grafton—Additional right-of-way.....	600 00
Miscellaneous.....	51 55
Sidings—To promote earnings.....	1,656 82
	<u>\$93,267 67</u>
Less: Sale of property at Keyser.....	8,218 50

\$85,049 17

## CHERRY RUN AND POTOMAC VALLEY R. R.—

Engineering.....	4,560 64
------------------	----------

## POTOMAC AND ALLEGHENY R. R. of PENNSYLVANIA—

Engineering.....	7 15
------------------	------

## BEDFORD AND WESTERN R. R.—

Main Line—Engineering.....	52 15
----------------------------	-------

Total Cumberland Division..... \$89,669 11

## SHENANDOAH DIVISION—

## WINCHESTER AND POTOMAC R. R.—

Sidings—To promote earnings.....	\$643 80
----------------------------------	----------

Total Shenandoah Division..... \$643 80

## MONONGAH DIVISION—

## MAIN LINE—

Fairmont—New track for caboose cars.....	\$856 91
Gaston Junction—Interlocking.....	1,114 54
Belpre—Addition to stock yards.....	7,273 58
	<u>\$9,245 03</u>

Less: Engine, generator and switchboard transferred to Lorain, O., from Fairmont..... 4,482 30

\$4,762 73

## PARKERSBURG BRANCH—

Woodford to Webster—Extension of double track, interlocking plant and tower.....	\$22,979 41
Clarksburg—Additional right-of-way.....	503 25
Wolf Summit—Additional right-of-way.....	250 00
West Union—New track and stock pens.....	559 85
Cairo—Passing siding west of.....	138 53
Parkersburg—New round house, turntable, machine shops, oil house, cinder pit, coaling plant, oil storage house, hot well, slushing tanks and right-of-way.....	116,855 73
“ Signal system to protect trains over Parkersburg bridge.....	1,353 19
Sidings—To promote earnings.....	1,525 40
	<u>\$144,165 36</u>

Less: Surplus interlocking material from tunnels..... 355 02

143,810 34

**Table 6—Continued.**  
ANALYSIS OF CONSTRUCTION CHARGES.

## MONONGAH DIVISION—Continued

## MONONGAHELA RIVER R. R.—

Everson—Fencing right-of-way.....	\$477 69
-----------------------------------	----------

## PAW PAW R. R.—

Line from Fairmont to the coal fields of the Federal Coal Company.....	\$1,824 04
Siding—To promote earnings.....	7,187 16
	<hr/> 9,011 20

## GRAFTON AND BELINGTON R. R.—

Moatsville, Hackers Junction, Meriden, Philippi, Tygarts Junction and Belington—Water closets at.....	\$793 18
Adina—Track connection.....	90 63
Belington—New passenger station.....	210 05
	<hr/> 1,093 86

## POINT PLEASANT, BUCKHANNON AND TYGARTS VALLEY R. R.—

Line between Lemley Junction and Buckhannon, 12 miles, completion of.....	1,056 00
---	----------

## WEST VIRGINIA AND PITTSBURGH R. R.—

Jane Lew—Additional right-of-way.....	\$501 25
Burnsville—Addition to bridge No. 50-A.....	5,728 42
Allingdale—New combination station.....	1,078 41
Curtin—New combination station.....	852 07
Fenwick—New passenger shed and platform.....	325 48
Lorentz—Release from construction of overhead crossing.....	200 00
Miscellaneous.....	42 03
Sidings—To promote earnings.....	672 11
	<hr/> \$9,399 77
Less: Material from abandoned siding at French Creek.....	\$195 80
Sale of property at Wellston.....	700 00
	<hr/> 895 80
	<hr/> 8,503 97

Total Monongah Division.....	<hr/> \$168,715 79
------------------------------	--------------------

## WHEELING DIVISION—

## MAIN LINE—

Fairmont—Electric pumping plant, and lighting passenger station and freight station.....	\$2,668 70
Glover Gap—Increasing water supply.....	1,681 85
Littleton—New freight house and platform.....	33 57
Welling Tunnel—Automatic signals.....	926 36
Cameron—New passenger station and platform.....	4,994 26
Wheeling—New passenger and freight terminals.....	42,073 06
	<hr/> \$52,377 80
Less: Change made to new station at Benwood Junction, now transferred to Operation.....	3,047 52
	<hr/> \$49,330 28

## CLEVELAND, LORAIN AND WHEELING RY.—

Belhairs—High level connecting with B. & O. at west end of Benwood bridge and interlocking	\$3,768 80
Bridgeport to Holloway—Reduction of grades, elimination of curves and construction of second track.....	26,384 44
Martins Ferry—Storage yard.....	1 25
	<hr/> 30,154 49

## WHEELING, PITTSBURGH AND BALTIMORE R. R.—

Wheeling—New passenger and freight terminals.....	291,028 20
Total Wheeling Division.....	<hr/> \$370,512 97

**Table 6—Continued.**  
ANALYSIS OF CONSTRUCTION CHARGES.

## OHIO RIVER DIVISION—

## OHIO RIVER R. R.—

Moundsville—Additional right-of-way.....	\$1,501 25
Willow Island—Additional right-of-way.....	384 40
Parkersburg—New coal tippel, sand house, ash pit, crane, oil house, additional water pipe and tracks.....	13,529 59
“ Additional water tank at shops.....	63 18
Letart—Additional right-of-way.....	235 00
Maggie—New freight house.....	96 44
Siding—To promote earnings.....	1,412 91
	<u>\$17,222 77</u>
Less: Material removed from siding at Point Pleasant.....	\$164 32
Transfer of charges from Ohio River R. R., to Huntington and Big Sandy R. R....	4,698 95
	<u>4,863 27</u>

\$12,359 50

## HUNTINGTON AND BIG SANDY R. R.—

Huntington—New tracks, paving and planking.....	\$1,032 63
Central City—New turntable.....	1,316 77
Ceredo—Purchase of right-of-way in the Ceredo district.....	18,807 43
“ New arch for bridge.....	940 34
Siding—To promote earnings.....	1,366 78
	<u>\$23,463 95</u>
Less: Sale of real estate.....	10,039 46

13,424 49

## WEST VIRGINIA SHORT LINE R. R.—

Tunnel No. 3—Automatic block signals.....	\$1,476 45
“ “ 2—Arching portions with brick.....	5,231 43
“ “ 1—Arching portions with brick.....	2,657 16
Sidings—To promote earnings.....	151 26

9,516 30

Total Ohio River Division..... \$35,300 29

## CONNELLSVILLE DIVISION—

## PITTSBURGH AND CONNELLSVILLE R. R.—

Hyndman—Additional water supply.....	\$3,539 40
Mance—Block signal tower.....	448 23
Salisbury Junction—Passing siding.....	12,408 71
Garrett—Extending passing siding, and additional water facilities.....	6,679 79
Rockwood—Passing siding.....	15 50
“ Extension of west bound passing siding.....	284 96
Rockwood to Brook Tunnel—Second track.....	494 68
Brook Tunnel and Confluence—Semi-automatic block signals between.....	2,768 81
Confluence—Water pipe line.....	267 01
Connellsville Yard—New round house, shops, electric lights and yard tracks.....	4,538 03
“ Additional arc lights and poles.....	1,101 90
Connellsville—Water closets at shops.....	240 06
“ Remodeling and extending passenger station.....	105 00
“ Paving driveways and team tracks at freight station.....	1,842 02
	<u>\$34,734 10</u>

Less: Refund of unexpended balance account purchase of right-of-way at Confluence, Pa.....	\$60 25
Material from abandoned siding near Casselman.....	67 52
	<u>127 77</u>

\$34,606 33

## SALISBURY R. R.—

Boynton—New water tank.....	1,486 98
-----------------------------	----------

## SOMERSET AND CAMBRIA R. R.—

Rockwood—Additional yard tracks.....	\$152 25
Rockwood to Johnstown—Telegraph line.....	331 70
Somerset—Track connection with Pittsburgh, Westmoreland and Somerset R. R.....	707 85
Mukden—Passing siding.....	8,405 58
Stoyestown—Extension of passing siding.....	4,236 53



**Table 6—Continued.**  
**ANALYSIS OF CONSTRUCTION CHARGES.**

CONNELLSVILLE DIVISION—Continued.

SOMERSET AND CAMBRIA R. R.—continued—

Hollsopple—New station and siding.....	\$4,131 57
Walsall—Extension of passing siding.....	3,881 50
Johnstown—Crossing gates and watch box.....	525 32
Sidings—To promote earnings.....	847 23
	<u>\$20,219 53</u>
Less: Charges to Jenner-Quemahoning Coal Co., account connection with Jenner-Quemahoning Branch.....	2,415 84

\$17,803 69

FAYETTE COUNTY R. R.—

Uniontown—Enlarging office, warehouse and platform.....	5,655 98
---	----------

FAIRMONT, MORGANTOWN AND PITTSBURGH R. R.—

Uniontown—New passenger and freight station and tracks.....	\$88 35
Fairchance—Additional right-of-way.....	100 00
Palatine Branch—Line on east side of Monongahela River opposite Fairmont.....	18,091 09
New bridge and tracks over Monongahela River near Fairmont, as required by War Department.....	86,894 06
Purchase of Cheat River R. R. of Pennsylvania.....	5,500 00
Sidings—To promote earnings.....	701 61
	<u>\$111,375 11</u>
Less: Adjustment of charge made for additional tracks at Randall.....	339 23

111,035 88

SMITHFIELD AND MASONTOWN R. R.—

York Run—Fencing right-of-way.....	\$87 35
York Run Branch—Purchase of 1432 feet of existing track and extending same 4641 feet, and construction of two sidings.....	13,476 75
Sidings—To promote earnings.....	2 50

13,566 60

QUEMAHONING BRANCH R. R.—

Branch from Friedens to Boswell, 15.6 miles.....	\$200 00
Extension of Quemahoning Branch.....	11,510 08
Boswell—Team tracks.....	2,747 50

14,457 58

OHIO AND BALTIMORE SHORT LINE R. R.—

Sidings—To promote earnings.....	1,313 20
----------------------------------	----------

CHEAT HAVEN R. R. OF PENNSYLVANIA—

Sale of Cheat Haven R. R. of Penna., to Fairmont, Morgantown and Pittsburgh R. R.....	Credit 3,814 35
---	-----------------

CHEAT HAVEN R. R. OF WEST VIRGINIA—

Transfer of charge from Cheat Haven R. R. of Penna., account charter.....	48 00
---	-------

CHEAT RIVER R. R. OF WEST VIRGINIA—

Adjustment of charge.....	Credit 91 03
---------------------------	--------------

ALLEGHENY AND WESTMORELAND R. R.—

Engineering.....	5,278 93
------------------	----------

CONFLUENCE AND OAKLAND R. R.—

Dumas—Additional right-of-way and extension of siding.....	310 41
--	--------

MOUNT PLEASANT AND BROADFORD R. R.—

Sidings—To promote earnings.....	626 91
----------------------------------	--------

CONNELLSVILLE, UNIONTOWN AND WHEELING R. R.—

Main Line.....	\$31,021 83
Morgantown Branch.....	1,596 47
Frostburg Branch.....	14,238 73

46,857 03

Total Conneltsville Division..... \$249,142 20

**Table 6—Continued.**  
ANALYSIS OF CONSTRUCTION CHARGES.

## PITTSBURGH DIVISION—

## PITTSBURGH AND CONNELLSVILLE R. R.—

Yough Slope—New track.....	\$575 46	
Gratztown—New yard.....	418 19	
Vista—Extending sidings.....	3,178 24	
Gully—New track.....	2,940 39	
Emblem and Versailles—New pumping station, increasing storage capacity, and water treating plant at Emblem; and pipe line to Versailles.....	1,666 79	
McKeesport—30 crossing gates and 10 elevated watch boxes to protect grade crossings.....	1,612 18	
McKeesport to Wheeling Junction—Third and Fourth tracks.....	554,478 48	
Demmler—New Yard.....	9,359 70	
Bessemer—Additional tracks for interchange with Union R. R.....	1,091 01	
Glenwood—New saw mill.....	18,520 49	
“ New ice house.....	338 98	
“ Building for yard men.....	468 15	
“ New shop machinery and tools.....	2,267 14	
“ Additional boiler and turbo-alternator motors in power house and shops.....	38,390 57	
“ Land for extension of yard.....	79,940 40	
“ New yard for handling Wheeling, Pittsburgh & Baltimore R. R. freight, and repair yard.....	29,907 07	
“ New stand pipe and connection with water plant.....	1,741 12	
Pittsburgh—Property and additional tracks in Try Street yard.....	275 00	
Miscellaneous.....	75 53	
Sidings—To promote earnings.....	469 23	
		\$747,714 12

## WHEELING, PITTSBURGH AND BALTIMORE R. R.—

Rand and Bruceton—Connecting passing siding between.....	\$799 94	
Electric block signals at Whitehall, Thomas and Brady tunnels.....	1,657 31	
Bruceton—Station siding.....	579 30	
Sidings—To promote earnings.....	747 34	
	\$3,783 89	
Less: Material removed from track of Jefferson Gas Siding at Wallace, Pa.....	177 53	
		3,606 36

## GLENWOOD R. R.—

Glenwood—New air line to supply tracks in west end of yard.....	937 48
---	--------

## PITTSBURGH JUNCTION R. R.—

Schenley Park Tunnel—Interlocking east end.....	\$1,975 16	
Pittsburgh—33rd Street and Liberty Avenue yard freight house, tracks and property.....	123,581 31	
“ 36th Street yard—Additional tracks.....	271 63	
“ Additional right-of-way for ore yard.....	70,679 40	
Willow Grove—Electric distant signals at east end of yard.....	765 27	
		197,272 77

## PITTSBURGH AND WESTERN R. R.—

Bennett—Scip well and pump for water supply.....	\$4,198 13	
“ New building for yardmen in west end of Willow Grove yard.....	388 72	
Wildwood—Extension of passing sidings.....	196 36	
“ Two new reservoirs and right-of-way for same.....	479 16	
Chewton Cut-Off—Right-of-way settlement.....	227 70	
Allegheny—Additional track scales.....	2,765 45	
“ Purchase of ground rent on Herr's Island.....	6,283 00	
Watters—Additional right-of-way.....	516 16	
Fairmount—Additional right-of-way.....	383 41	
Harmony Junction—Additional right-of-way.....	364 18	
“ New combination telegraph office and passenger waiting room.....	419 52	
New block offices at Gorsuch, Rock Point, Wittmer and Elfinwild.....	4,769 19	
Glade Run Trestle—Filling of.....	88,394 37	
Enlarging bridge No. 314.....	293 69	
	\$109,679 04	
Less: Adjustment of charge account of passing siding at Zelenople.....	25 00	
		109,654 04
Total Pittsburgh Division.....		\$1,059,184 77

**Table 6—Continued.**  
ANALYSIS OF CONSTRUCTION CHARGES.

**NEW CASTLE DIVISION—**

**PITTSBURGH AND WESTERN R. R.—**

New Castle—Additional tracks at Gardner Avenue yard.....	\$5,310 91
“ “ New electric crane at freight station.....	296 90
New Castle to New Castle Junction—Telegraph line.....	59 46
New Castle Junction—New Yard Master's office.....	1,840 58
“ “ “ Track for defective cars.....	688 68
	\$8,196 53
Less: Sale of old building on property for yard at Gardner Avenue.....	410 00

\$7,786 53

**PITTSBURGH, CLEVELAND AND TOLEDO R. R.—**

New Castle Junction to Struthers—Second track.....	\$21,517 11
“ “ “ “ Mahoningtown—Third track.....	568 60
“ “ “ “ and DeForest Junction—Telegraph line between.....	557 32
“ “ “ “ Akron Junction—Block system between.....	2,500 19
Youngstown—Purchase of property.....	77,773 63
Gulch Line—Cuyahoga Falls to Union Depot, Akron—Engineering and right-of-way.....	66,248 31
Siding—To promote earnings.....	125 34
	\$169,290 50
Less: Sale of right-of-way.....	1,503 00

167,787 50

**TRUMBULL AND MAHONING R. R.—**

Haselton to Niles—Reconstruction, 8.52 miles.....	\$103,964 47
New Castle Junction and Akron Junction—Block system between.....	267 49
Youngstown—Siding and new stock pens.....	233 41
“ Additional storage tracks.....	1,562 31
“ Overhead bridge at Ohio Steel Co. yard.....	3,020 00
	\$109,047 68
Less: Sale of land at Youngstown.....	2,916 25

106,131 43

**PITTSBURGH, PAINESVILLE AND FAIRPORT Ry.—**

Warren—Crossing gates, etc.....	\$443 59
DeForest Junction to Fairport—Telegraph line between.....	569 17
Painesville—New machinery and tools.....	375 32
“ Purchase of right-of-way.....	200 00
“ Additional transfer track with New York, Cincinnati and St. Louis R. R.....	1,218 82
Fairport—Elevated tracks, storage tracks and dock protection.....	4,442 47
“ Right-of-way.....	750 00
“ Air line in yard.....	1,030 41

9,029 78

**MAHONING VALLEY WESTERN R. R.—**

C. & P. Junction at Ravenna to Cuyahoga Falls—New double track line.....	\$7,381 12
New Castle Junction and Akron Junction—Block system between.....	1,688 53
	\$9,069 65

Less: Transfer of right-of-way to Youngstown and Ravenna R. R. Co. (Pennsylvania Co.) as per agreement, account Niles to Newton Falls, new double track line.....	\$176,964 25
Account Newton Falls to C. & P. Junction at Ravenna, new double track line.....	97,863 75
	274,828 00

Credit 265,758 35

**AKRON AND CHICAGO JUNCTION R. R.—**

Akron—Viaduct, Mill Street.....	\$9,441 09
Akron Junction to Warwick—Block system.....	3,591 24
Warwick—Additional interlocking.....	7,217 11
Sterling to Nova—New second track, revision and relocation of line.....	1,157,174 78
Lodi to Sullivan—Engineering and right-of-way.....	20,276 23
Nova to Chicago Junction—Second track.....	4,410 60
Miscellaneous.....	451 85

1,202,562 93

Total New Castle Division..... \$1,227,539 82



**Table 6—Continued.**  
ANALYSIS OF CONSTRUCTION CHARGES.

## CLEVELAND DIVISION—

## CLEVELAND, LORAIN AND WHEELING Ry.—

Canal Dover—Right-of-way.....	\$10 00
Justus—Additional right-of-way .....	270 00
Columbia—Enlarging bridge No. 82.....	389 25
Warwick—Additional interlocking.....	8,166 86
Lorain—New classification yard at 17th Avenue.....	25,993 31
“ Additional tracks in 17th Avenue yard.....	930 31
“ New ore trestle and loading track and extension to No. 2 ore trestle and loading track	15,987 23
“ New round house, shops, turntable, water station, ash pit, extension to present power	
and lighting plant, and car repair yard.....	49,487 90
Berea—Right-of-way .....	1,001 57
Cleveland—Extension of transfer track with Erie R. R. at Literary Street.....	1,312 18
“ New yard, 22 stall round house, heating plant, electric light and power plant,	
passenger station, turntable with pneumatic motor, ash pit and drainage, ma-	
chine shop, blacksmith shop, boiler house, coal trestle, sand house, water	
tanks, trainmen's house, storehouse, shop tools, motors, shafting, etc., boilers,	
car repair buildings, ash pit and shanty, air pipe and fittings for testing	
trains, etc.....	44,576 22
Sidings—To promote earnings.....	2,206 50
	\$150,331 33
Less: Sale of property at Sheffield, O.....	2,484 60

\$147,846 73

## CLEVELAND TERMINAL AND VALLEY R. R.—

Cleveland—New yard, 22 stall round house, heating plant, electric light and power plant,	
passenger station, turntable with pneumatic motor, ash pit and drainage, ma-	
chine shop, blacksmith shop, boiler house, coal trestle, sand house, water	
tanks, trainmen's house, storehouse, shop tools, motors, shafting, etc., boilers,	
car repair buildings, ash pit and shanty, air pipe and fittings for testing	
trains, etc.....	\$426,004 09
“ New Bascom draw bridge No. 401 .....	22,242 36
Miscellaneous.....	184 26
Sidings—To promote earnings .....	388 82
	\$448,819 53
Less: American Steel Co.'s proportion of cost of protection to river bank near	
P. & L. E. Crossing, Cleveland.....	\$5,526 00
Sale of property.....	3,181 12
	8,707 12

440,112 41

Total Cleveland Division..... \$587,959 14

## NEWARK DIVISION—

## CENTRAL OHIO R. R.—

Mineral Siding—Coal switching yard.....	\$16,690 20
Cambridge—New passenger and freight stations, tracks and penstocks.....	3,542 93
Cassell and Sonora—Telephone booths and telephones to connect with towers.....	110 97
Zanesville—New frame oil storage building.....	841 40
“ Stationary engine .....	1,510 00
Newark—Coal tippel, sand house, turntable and pit, ash pit, and drainage system from ash	
pit to main sewer.....	89,858 57
“ Interlocking with P. C. C. & St. L. R. R.....	1,316 86
“ New machinery and tools.....	480 96
Central City to Outville—34,320 feet of new third track or westbound freight running track..	85,353 28
Summit to Big Walnut—32,525 feet of new third track or eastbound freight running track...	104,764 27
Columbus—New freight yard, in and outbound freight house, office building, and pneumatic	
hoist on coaling crane.....	323,501 57
“ Enlarging interlocking plant at Woodland Avenue .....	1,228 13
Miscellaneous.....	46 25
Sidings—To promote earnings.....	510 73
	\$629,756 12
Less: Material from abandoned siding.....	\$293 71
Cancellation of charge for right-of-way.....	150 00
	443 71

\$629,312 41

## BELLAIRE AND ST. CLAIRSVILLE R. R.—

Siding—To promote earnings.....	83 86
---------------------------------	-------

## EASTERN OHIO R. R.—

Purchase of right-of-way.....	737 53
-------------------------------	--------

**Table 6—Continued.**  
ANALYSIS OF CONSTRUCTION CHARGES.

## NEWARK DIVISION—Continued.

OHIO AND LITTLE KANAWHA R. R.—	
Sale of old building at West Marietta .....	Credit \$5 00
BALTIMORE AND OHIO SOUTHWESTERN R. R.—MARIETTA BRANCH—	
Parkersburg—Signal system to protect trains over Parkersburg bridge.....	1,258 40
SANDUSKY, MANSEFIELD AND NEWARK R. R.—	
Newark—Additional engine, generator and motor driver.....	\$2,185 11
Mt. Vernon—New passenger station.....	13,239 23
Sandusky—New passenger station.....	12,084 35
Sidings—To promote earnings.....	1,868 30
	29,376 99
SUNDAY CREEK R. R.—	
New England Coal Branch—From Sayre, O. to mines in Perry County, 4.57 miles and sidings .....	5,250 00
Total Newark Division.....	\$666,014 19

## CHICAGO DIVISION—

BALTIMORE AND OHIO AND CHICAGO R. R.—	
Chicago Junction—25 stall round house, turntable and pit, store and oil house, blacksmith shop, engine and boiler room, workmen's toilet, sand house, coal tippel and approach, ash pit, steam heating system, sewers, drains and blow off lines, water supply, brick stack, boilers and machinery, wiring and lighting, transfer shed, switchmen's house, scrap bins and sheds, tracks and right-of-way.....	\$341,486 07
" " Additional tracks in yard.....	2,188 63
Fostoria—New passenger station.....	7,690 54
Holgate—New freight house platform and tracks.....	2,592 63
Defiance—Extension of team tracks, purchase of property, and engineering for new freight house, passenger station, water station, etc.....	12,039 27
Hicksville—Reduction of grade.....	685 40
Garrett—Extending east and west bound yard and right-of-way.....	17,475 91
" Pumping plant.....	706 34
" Fire hydrants.....	699 78
Avilla to one mile west of Cromwell—Second track.....	24,759 80
Syracuse—Crossing bell at Huntington Street.....	230 48
McCools—Repair track.....	477 07
Indiana Harbor—Annunciator in interlocking tower.....	558 00
Whiting—Annunciator in interlocking tower.....	561 75
" Track connection with L. S. & M. S. Ry.....	729 78
Wolf Lake Yard—New frame yard office.....	1,358 60
Miscellaneous.....	150 15
Sidings—To promote earnings.....	4,048 22
	\$418,438 42
Less: Material removed from abandoned siding near Edgemoor, Ind.....	\$90 96
Insurance on grain elevator at Alida, Ind.....	1,500 00
Sale of lots at The Bend, O.....	75 00
	1,665 96
Total Chicago Division.....	\$416,772 46

## SOUTHWESTERN DIVISION—

BALTIMORE AND OHIO SOUTHWESTERN R. R.—	
OHIO DIVISION—	
Parkersburg Bridge—Signal system to protect trains.....	\$1,186 96
Marshfield—Extension of passing siding.....	3,775 84
Hamden—Extension of passing siding.....	247 06
Byers Junction to West Junction—Second track.....	67,845 55
Chillicothe—Extension of passing siding.....	11,300 06
Midland City—Extension of passing siding.....	179 50
O'Bannon and Madeira—Second track between.....	162,839 70
Madara—Additional right-of-way.....	150 00
Scioto Furnace—New combination station.....	1,307 04
Portsmouth—New freight house, tracks, paving and right-of-way.....	32,454 13
Grove City—Extension of passing siding.....	2,777 09
Washington Court House—Additional right-of-way....	500 00
Oakley—Extension of passing siding.....	8,928 42
" Additional right-of-way.....	15,125 00
Miscellaneous.....	51 38
Sidings—To promote earnings.....	7,593 42
	\$315,961 12

**Table 6—Continued.**  
ANALYSIS OF CONSTRUCTION CHARGES.

## SOUTHWESTERN DIVISION—Continued.

## BALTIMORE AND OHIO SOUTHWESTERN R. R.—continued.

## INDIANA DIVISION—

St. Bernard—Lengthening bridge No. 7-86, over Carthage pike.....	\$1,206 59
Stock yard to Storrs—Telephone system.....	434 53
Cincinnati—Additional right-of-way.....	7,564 00
Storrs—Cinder crane and extension of cinder pit.....	1,065 77
Lawrenceburg—Spur track and right-of-way for same.....	1,270 00
North Vernon—New coaling station.....	456 31
Mitchell—Additional yard tracks and sidings.....	22,861 73
Miscellaneous.....	145 56
Sidings—To promote earnings.....	15,101 58

\$50,106 07

## ILLINOIS DIVISION—

Washington—New passenger station, and electric lighting and wiring passenger and freight stations.....	\$2,650 19
Bridgeport—New passing track.....	1,475 54
New side tracks.....	2,398 28
Beckmeyer—Extension of house track.....	1,031 05
Breese—New side track.....	3,708 56
Willow—New side track.....	3,356 86
Beardstown—Additional right-of-way.....	3,854 25
Springfield—Additional tracks.....	8,436 70
Taylorville—Extension of passing siding to connect with Chicago & Illinois Midland Ry....	3,240 51
Pana—Interlocking plant.....	2,571 63
Miscellaneous.....	46 79
Sidings—To promote earnings.....	2,116 09

34,886 45

Less: Sale of old building at Holiday, Ill..... 50 00

34,836 45

Total Baltimore and Ohio Southwestern R. R..... \$400,903 64

Note: Total above.....\$400,903 64  
Marietta Branch, Newark Division..... 1,258 40

Total B. & O. S. W. R. R. ....\$402,162 04

## COLUMBUS AND CINCINNATI MIDLAND R. R.—

Sabina—Additional right-of-way.....	1,800 00
Total Southwestern Division.....	\$402,703 64
Grand Total.....	\$9,022,768 36

## SUMMARY.

Total expenditures as above.....	\$9,022,768 36
To which was applied out of Surplus Income for year.....	3,000,000 00
Leaving balance of.....	\$6,022,768 36
Which has been charged to—	
Capital Account—Cost of Road.....	4,338,708 57
Railroads in General Account.....	1,684,059 79
	\$6,022,768 36



Table 7.

## ANALYSIS OF MISCELLANEOUS IMPROVEMENTS CHARGED TO INCOME DURING THE YEAR.

## PHILADELPHIA DIVISION—

## SCHUYLKILL RIVER EAST SIDE R. R.—

Philadelphia—Interlocking, improved appliances at Locust Street.....	\$2,995 61	
Philadelphia—Extension of raised platform on Pier No. 22.....	2,000 00	
Siding—To promote earnings.....	118 85	\$5,714 46

## BALTIMORE AND PHILADELPHIA R. R.—

Strengthening bridges.....	\$59,711 22	
Sidings—To promote earnings.....	729 40	60,440 62

## LANDENBERG BRANCH—

Brandywine Springs—Platform and pavilion.....	\$1,000 00	
Strengthening bridges.....	6,688 36	7,688 36

## PHILADELPHIA BRANCH—

Susquehanna River bridge 34-A—Strengthening east end viaduct.....	\$6,581 19	
Strengthening bridges.....	12,844 34	19,425 53

Total Philadelphia Division..... \$93,268 97

## BALTIMORE DIVISION—

## HIGHLANDTOWN BRANCH—

Siding—To promote earnings.....		\$388 06
---------------------------------	--	----------

## CANTON BRANCH—

Siding—To promote earnings.....		1,393 92
---------------------------------	--	----------

## BALTIMORE BELT R. R.—

Baltimore—Paving Oak Street yard.....		651 98
---------------------------------------	--	--------

## MAIN LINE—

Mt. Clare—Air compressor building.....	\$809 80	
Riverside—Rebuilding in new location, coal trestle, sand house, ash pit, oil and waste building, round house, machine shop, racks and platforms, plumbing and water supply and tracks.....	3,675 39	
Locust Point—New pier 8—rebuilding on new location.....	340,904 56	
Allerton to Davis—Change of line.....	72,233 04	
Brunswick—Air testing line, and substituting electric hoist for steam hoist.....	133 08	
“ Improvement of new pump house and well, and extension to boiler room.....	15,113 76	
Strengthening bridge No. 1.....	3,338 70	
Siding—To promote earnings.....	560 90	436,769 23

Total Baltimore Division..... \$439,203 19

## CUMBERLAND DIVISION—

## MAIN LINE—

Green Spring—Extension to station building.....	\$2,349 34	
Cumberland—Undergrade crossing at Old Town Road.....	15,163 91	
Strengthening bridges.....	3,640 98	
Siding—To promote earnings.....	2,140 16	

## SOUTH BRANCH R. R.—

Romney—Extension to station building.....		\$23,294 39
---	--	-------------

		10 53
--	--	-------

Total Cumberland Division..... \$23,304 92

## SHENANDOAH DIVISION—

## WINCHESTER AND POTOMAC R. R.—

Charlestown—Alterations in station.....	\$2,434 10	
Siding—To promote earnings.....	619 17	\$3,053 27

## WINCHESTER AND STRASBURG R. R.—

Strengthening bridge No. 57.....		450 95
----------------------------------	--	--------

## VALLEY RAILROAD OF VIRGINIA—

Harrisonburg—Reduction of grade at Rock Street.....		500 00
---	--	--------

Total Shenandoah Division..... \$4,004 22

## MONONGAH DIVISION—

## MAIN LINE—

Parkersburg bridge—Strengthening.....		\$30 82
---------------------------------------	--	---------

## GRAFTON AND BELINGTON R. R.—

Strengthening bridges.....		15,285 49
----------------------------	--	-----------

## PARKERSBURG BRANCH—

Strengthening bridges.....		36,612 03
----------------------------	--	-----------

Table 7—Continued.

## ANALYSIS OF MISCELLANEOUS IMPROVEMENTS CHARGED TO INCOME DURING THE YEAR.

## MONONGAH DIVISION—Continued.

MONONGAHELA RIVER R. R.—		
Strengthening bridges .....	\$12,038 48	
Siding—To promote earnings .....	587 83	\$12,626 31
WEST VIRGINIA AND PITTSBURGH R. R.—		
Burnsville—Extension of station platforms .....	\$308 09	
Camden-on-Gauley—Extension of express office and platform .....	169 63	
Richwood—Extension of combination station .....	1,233 98	
Strengthening bridges .....	2,637 53	4,349 23
Total Monongah Division .....		\$68,933 88

## WHEELING DIVISION—

MAIN LINE—		
Wheeling—Freight and passenger terminals .....	\$7,885 39	
Glover Gap—Extension of telegraph office .....	554 22	
Strengthening bridges .....	12,831 12	\$21,270 73
CLEVELAND, LORAIN AND WHEELING RY.—		
Bridgeport to Holloway—Reduction of grades and elimination of curves .....		1 30
WHEELING, PITTSBURGH AND BALTIMORE R. R.—		
Wheeling—Freight and passenger terminals .....		2,076 68
Total Wheeling Division .....		\$23,348 71

## CONNELLSVILLE DIVISION—

PITTSBURGH AND CONNELLSVILLE R. R.—		
Connellsville—Extension of scale house .....		\$448 12
SALISBURY R. R.—		
Strengthening bridge No. 505 .....		2,826 57
SOMERSET AND CAMBRIA R. R.—		
Siding—To promote earnings .....		99 62
OHIO AND BALTIMORE SHORT LINE R. R.—		
Siding—To promote earnings .....		552 01
FAYETTE COUNTY R. R.—		
Strengthening bridges .....		3,662 78
FAIRMONT, MORGANTOWN AND PITTSBURGH R. R.—		
Fairmont Junction—Relocation of Monongahela River bridge, and sundry tracks .....	\$38,348 02	
Smithfield—Shelter shed over platform .....	260 63	
Strengthening bridges .....	5,557 95	
Sidings—To promote earnings .....	796 21	44,962 81
Total Connellsville Division .....		\$52,551 91

## PITTSBURGH DIVISION—

PITTSBURGH AND CONNELLSVILLE R. R.—		
McKeesport to Wheeling Junction—Third and fourth tracks .....		\$8,268 05
WHEELING, PITTSBURGH AND BALTIMORE R. R.—		
Willock—Extension of station building .....	\$1,193 53	
Claysville—Enlarging tunnel No 3 to double track .....	36,457 41	
Strengthening bridges .....	59,036 96	96,687 90
PITTSBURGH JUNCTION R. R.—		
Pittsburgh—Planking Thirty-third Street viaduct .....		2,723 70
PITTSBURGH AND WESTERN R. R.—		
Etna—Additional ore storage tracks .....	\$4,608 08	
Glade Run Trestle—Filling .....	25,000 03	
Strengthening bridges .....	14,246 63	43,854 74
Total Pittsburgh Division .....		\$151,534 39

## NEW CASTLE DIVISION—

PITTSBURGH AND WESTERN R. R.—		
New Castle Junction—Two additional drop pits in round house .....		\$894 70
PITTSBURGH, PAINESVILLE AND FAIRPORT RY.—		
Strengthening bridges .....		5,569 71
AKRON AND CHICAGO JUNCTION R. R.—		
Chicago Junction, 2½ miles east of—B. & O. proportion of Sandusky, Norwalk and Mansfield Electric Ry. Co., overhead crossing bridge .....		5,000 00

Table 7—Continued.

## ANALYSIS OF MISCELLANEOUS IMPROVEMENTS CHARGED TO INCOME DURING THE YEAR.

## NEW CASTLE DIVISION—Continued.

## CLEVELAND, WOOSTER AND MUSKINGUM VALLEY R. R.—

Strengthening bridges .....	\$2,872 61
Total New Castle Division .....	\$14,337 02

## CLEVELAND DIVISION—

## CLEVELAND, LORAIN AND WHEELING RY.—

Strengthening bridges .....	\$6,768 25
-----------------------------	------------

## CLEVELAND TERMINAL AND VALLEY R. R.—

Cleveland—Increasing capacity of yard and terminal buildings .....	\$90,744 88
Strengthening bridges .....	122,306 19
Siding—To promote earnings .....	279 93
	213,331 00
Total Cleveland Division .....	\$220,099 25

## NEWARK DIVISION—

## CENTRAL OHIO R. R.—

Stewartsville Tunnel—Arching with brick for double track .....	\$1 80
Glencoe Tunnel—Arching with brick for double track .....	15,590 78
Newark—Rebuilding round house, coal trestle, ash pits, turntable, etc. ....	55,266 70
Columbus—Renewing Leonard Avenue viaduct .....	6,317 57
Strengthening bridges .....	14,420 61
	\$91,597 46

## OHIO MIDLAND R. R.—

Junction City—Enlarging combination station .....	918 31
---	--------

## SANDUSKY, MANSFIELD AND NEWARK R. R.—

Plymouth—Enlarging freight office and freight station, and providing baggage room .....	\$702 87
Strengthening bridges .....	31,817 27
Siding—To promote earnings .....	58 61
	32,578 75
Total Newark Division .....	\$125,094 52

## CHICAGO DIVISION—

## BALTIMORE AND OHIO AND CHICAGO R. R.—

Fostoria—Proportion of new brick passenger station .....	\$1,724 01
Auburn Junction—Extension of freight house for office purposes .....	629 37
Avilla to one mile west of Cromwell—Strengthening bridges in connection with construction of second track .....	2,122 31
Bremen—Extension of station .....	8 78
Siding—To promote earnings .....	608 47
Total Chicago Division .....	\$5,092 94

## SOUTHWESTERN DIVISION—

## BALTIMORE AND OHIO SOUTHWESTERN R. R.—

## OHIO DIVISION—

Chillicothe—Extending round house to accommodate new locomotives .....	\$3,428 25
Belpre and Cincinnati—Reconstructing bridges between .....	305 62
Strengthening bridges .....	11,166 42
Sidings—To promote earnings .....	6,189 65
	\$21,089 94

## INDIANA DIVISION—

Cochran—Coaling Station .....	\$797 23
Strengthening bridges .....	18,358 88
Sidings—To promote earnings .....	18,188 63
	37,644 74

## ILLINOIS DIVISION—

Washington—Extension of drop pit in round house .....	\$520 49
Bridgeport—Extension of station .....	403 21
East St. Louis—B. & O. proportion of overhead crossing of East St. Louis and Suburban Ry. .	3,000 00
Strengthening bridges .....	17,691 69
Sidings—To promote earnings .....	750 50
	22,365 59

Total Baltimore & Ohio Southwestern R. R. ....	\$81,100 27
--	-------------

## COLUMBIAS AND CINCINNATI MIDLAND R. R.—

Columbus and Midland City—Reconstructing bridges between .....	\$18,653 40
Strengthening bridges .....	54 05
	18,707 45

Total Southwestern Division .....	\$99,807 72
-----------------------------------	-------------

Grand Total .....	\$4,320,581 64
-------------------	----------------

Which amount has been charged to

B. & O. Income Account .....	\$1,099,981 09
Railroads in General Account .....	220,600 55

\$1,320,581 64



Table 8.

## THE BALTIMORE &amp; OHIO RAILROAD COMPANY INSURANCE FUND.

## STATEMENT OF THE INSURANCE FUND FOR THE FISCAL YEAR ENDED JUNE 30, 1907.

Balance on hand June 30, 1906, as per last report.....\$163,749 44

## RECEIPTS.

Contributions to Fund.....	\$344,575 14
Amount of premiums returned, account cancellation of policies.....	1,074 97
Amount collected from outside companies, account fire losses.....	69,639 61
Amount collected from outside companies, account marine losses.....	25,414 07
Temporary deposit, returned by Mutual Fire, Marine & Inland Insurance Company.....	3,875 00
Interest on deposits.....	5,426 20
Interest on investments.....	24,045 00
	<u>474,049 99</u>
	\$637,799 43

## DISBURSEMENTS.

Amount paid for fire losses.....	\$119,277 44
Amount paid for marine losses.....	21,513 45
Amount paid for reinsurance.....	90,948 36
Amount of premiums refunded, account cancellation of policies.....	156 81
Additional investments.....	198,636 60
Interest on investments.....	3,442 40
Expenses.....	2,639 35
	<u>\$436,614 41</u>
Balance on hand June 30, 1907.....	201,185 02
	<u>\$637,799 43</u>

## ASSETS OF THE INSURANCE FUND.

## ACTUAL:

Accounts receivable.....	\$349 15
B. & O., Pittsburgh, Lake Erie & West Virginia System Bonds.....	509,306 22
B. & O., Pittsburgh Junction & Middle Division Bonds.....	36,301 60
B. & O., Southwestern Division Bonds.....	99,000 00
Sandusky, Mansfield & Newark R. R. Co. Bonds.....	26,431 60
Atlantic Mutual Insurance Company, scrip.....	80 00
Deposit with Mutual Fire, Marine & Inland Insurance Company.....	11,625 00
Balance on hand June 30, 1907.....	201,185 02
	<u>\$884,278 59</u>

## CONTINGENT:

Unearned premiums, policies not matured.....	\$8,302 70
Accrued interest on investments.....	6,521 67
Due from outside companies, losses not settled (estimated).....	25,912 59
	<u>40,736 96</u>

Total assets.....\$925,015 55

## LIABILITIES.

## ACTUAL:

Capital advanced by B. & O. R. R. Co.....	\$250,000 00
---	--------------

## CONTINGENT:

Due B. & O. R. R. Co., losses not settled (estimated).....	22,655 46
--	-----------

Total liabilities.....272,655 46

\$652,360 09

Estimated value of Insurance Fund, June 30, 1907, including capital advanced by B. & O. R. R. Co.	\$902,360 09
Estimated value of Insurance Fund, June 30, 1906, " " " " " "	724,121 07

Increase for the year.....\$178,239 02

L. G. HAAS,

Assistant General Manager.

The securities above named are all in my possession.

J. V. McNEAL,

Treasurer.

Examined and found correct.

H. D. BULKLEY,

Comptroller.

Table 9.

STATEMENT OF THE RELIEF DEPARTMENT OF THE BALTIMORE AND OHIO RAILROAD COMPANY FOR THE  
FISCAL YEAR ENDED JUNE 30, 1907.

## RELIEF FEATURE.

Balance June 30, 1906.....	\$1,009,149 50
----------------------------	----------------

## RECEIPTS.

Contributed by members.....	\$900,027 29
Contributed by The Baltimore and Ohio R. R. Co. toward operating expenses.....	10,000 00
Contributed by The Baltimore and Ohio R. R. Co. under regulation No. 4.....	6,550 00
Interest on securities and monthly balances.....	40 789 07
Miscellaneous.....	4,323 20
	<u>961,689 56</u>
Total.....	\$1,970,839 06

## DISBURSEMENTS.

Death benefits—Accident.....	\$216,447 66
Death benefits—Natural.....	227,062 93
Disablement benefits—Accident.....	176,260 05
Disablement benefits—Sickness.....	226,945 50
Surgical Expenses.....	26,052 44
Artificial limbs furnished members without charge.....	2,850 00
Contributions refunded members.....	11,683 74
Advances to members for purchase of artificial limbs.....	2,387 50
Operating expenses.....	94,529 09
Miscellaneous.....	3,001 14
	<u>\$987,220 05</u>
Outstanding orders on Treasurer, June 30, 1906.....	\$24,257 21
Less orders returned and canceled.....	5,067 09
	<u>19,190 12</u>
	\$1,006,410 17
Outstanding orders on Treasurer, June 30, 1907.....	\$39,464 05
Less amount returned by bank on account of check improperly indorsed.....	1,000 00
	<u>38,464 05</u>
Total.....	967,946 12
Balance, June 30, 1907, to credit of this fund.....	\$1,002,892 94

## MEMBERSHIP.

Membership, June 30, 1907.....	\$55,392
Membership, June 30, 1906.....	54,905
Increase.....	487

## ASSETS.

Cash in hands of Treasurer.....	\$271,216 59
Stocks and Bonds in hands of Treasurer (cost).....	731,676 35
	<u>\$1,002,892 94</u>
Due from C. T. & V. R. R. Relief Department.....	1,762 95
Due from Savings Feature.....	8,316 43
Due from members, account of artificial limbs.....	4,125 70
Miscellaneous.....	53 87
	<u>14,258 95</u>
Total.....	\$1,017,151 89

## LIABILITIES.

Outstanding orders on Treasurer, June 30, 1907.....	\$39,464 05
Due non-assigning members.....	8,339 18
Unclaimed vouchers.....	6,628 30
Due sundry persons.....	563 66
Contributions paid in advance for year ending June 30, 1908.....	73,583 23
Contributions paid in advance for year ending June 30, 1909.....	2 75
	<u>128,581 17</u>
Reserve fund, June 30, 1907.....	\$888,570 72
Estimated liabilities for benefits due or to become due members on account of disability beginning prior to June 30, 1907.....	136,622 56
Reserve assets over liabilities.....	<u>\$751,948 16</u>
Assets over liabilities, June 30, 1906.....	\$713,456 52
Increase.....	38,491 61

The securities above named are all in my possession.

J. V. McNEAL, *Treasurer*.S. R. BARR, *Superintendent*.

Examined and found correct.

H. D. BULKLEY, *Comptroller*.

Table 9—Continued.

STATEMENT OF THE RELIEF DEPARTMENT OF THE BALTIMORE AND OHIO RAILROAD COMPANY FOR THE  
FISCAL YEAR ENDED JUNE 30, 1907.

## SAVINGS FEATURE.

Cash Balance, June 30, 1906. .... \$1,666,758 24

## RECEIPTS.

Deposits.....	\$919,382 45
Returned on loans.....	498,617 26
Interest on loans.....	123,982 23
Interest on securities and cash balances.....	76,452 82
Collected from B. & O. R. R. Co. for printing.....	82,346 47
Rebates on Fire Insurance premiums.....	2,407 17
Contributions to Relief Feature by borrowers.....	8,316 43
Legal fees paid by borrowers.....	816 05
Miscellaneous.....	850 92
	<hr/>
	1,713,171 80
	<hr/>
	\$3,379,930 04

## DISBURSEMENTS.

Orders paid by Treasurer.....	1,607,197 36
Cash Balance, June 30, 1907.....	<hr/>
	\$1,772,732 68

## ASSETS.

Loans to employes secured by first mortgage on real estate.....	\$2,220,068 57
Cash on deposit with Treasurer.....	1,772,732 68
Stocks and Bonds in hands of Treasurer (cost).....	225,819 35
Printing Plant.....	13,561 62
Miscellaneous accounts.....	5,645 13
	<hr/>
	\$4,237,827 35

## LIABILITIES.

Amount due depositors, June 30, 1906.....	\$3,719,092 01
Received from depositors during the year.....	\$919,382 45
Interest (4%) credited June 30, 1907.....	148,039 72
Dividend (1¼%) credited June 30, 1907.....	45,369 11
	<hr/>
	\$1,112,791 28
Amount withdrawn during the year.....	715,179 17
	<hr/>
	397,612 11
Amount due depositors, June 30, 1907.....	\$4,116,704 12
Outstanding orders on Treasurer.....	11,386 37
Amount due Relief Feature.....	8,316 43
Miscellaneous account.....	1,510 53
Contingent fund, June 30, 1907.....	99,909 90
	<hr/>
	\$4,237,827 35

Number of depositors, June 30, 1907.....	5,325
Number of depositors, June 30, 1906.....	4,952
Increase.....	<hr/>
	373

The securities above named are all in my possession.

J. V. McNEAL, *Treasurer*.S. R. BARR, *Superintendent*.

Examined and found correct.

H. D. BULKLEY, *Comptroller*.



Table 9—Continued.

STATEMENT OF THE RELIEF DEPARTMENT OF THE BALTIMORE AND OHIO RAILROAD COMPANY FOR THE  
FISCAL YEAR ENDED JUNE 30, 1907.

## PENSION FEATURE.

Cash Balance, June 30, 1906.....	\$240,779 66
----------------------------------	--------------

## RECEIPTS.

Contribution from The Baltimore and Ohio Railroad Company.....	\$82,550 00	
Interest.....	13,525 80	
Miscellaneous.....	25	
		96,076 05
		\$336,855 71

## DISBURSEMENTS.

For Pensions.....	\$95,310 28	
For expenses of operation.....	1,292 27	
Vouchers reissued.....	71 56	
	\$96,674 11	
Outstanding orders on Treasurer, June 30, 1906.....	\$7,225 69	
Less orders returned and canceled.....	107 41	
	7,118 28	
	\$103,792 39	
Outstanding orders on Treasurer, June 30, 1907.....	7,931 83	
		\$95,860 56
Cash in hands of Treasurer, June 30, 1907.....		\$240,995 15

## ASSETS.

Cash in hands of Treasurer.....	\$240,995 15
Stocks and bonds in hands of Treasurer.....	99,167 20
	\$340,162 35

## LIABILITIES.

Outstanding orders on Treasurer, June 30, 1907.....	\$7,931 83
Surplus, June 30, 1907.....	332,130 20
Due Savings Feature.....	16 90
Unclaimed vouchers.....	83 42
	\$340,162 35

Total number of pensioners since October 1, 1884.....	1,012
Number deceased since October 1, 1884.....	567
Returned to work—Pension suspended for present.....	3 570
Number on roll, June 30, 1907.....	442

The securities above named are all in my possession.

J. V. McNEAL, *Treasurer*.S. R. BARR, *Superintendent*.

Examined and found correct.

H. D. BULKLEY, *Comptroller*.

Table 10.

## WASHINGTON BRANCH.

## PROFIT AND LOSS ACCOUNT TO JUNE 30, 1907.

1907.			
June 30.	To	payment of interest on annuity.....	\$1,000 00
" "	"	Taxes and Insurance.....	17,385 09
" "	"	Constructions and betterments for year ended June 30, 1907.....	26,960 67
" "	"	Coal yard.....	1,257 26
" "	"	Montana Avenue to Langdon connection . . . . .	3,342 74
" "	"	Joint coach yard, round house and shops.....	1,041,349 91
" "	"	Special joint property.....	443 04
" "	"	balance.....	325,625 86
			<u>\$1,417,364 57</u>
1906.			
June 30.	By	balance.....	\$1,156,564 37
1907.			
June 30.	By	rents collected.....	11,749 54
" "	"	Earnings for year ended June 30, 1907.....	\$1,260,155 39
		Less Expenditures.....	1,011,104 73
			<u>\$1,417,364 57</u>
1907.			
June 30.	By	balance brought down.....	\$325,625 86

**Table 11.**  
COMPARATIVE AND DETAILED STATEMENT OF OPERATING EXPENSES.

ACCOUNTS.	1907.	1906.	Increase.	Decrease.
<b>MAINTENANCE OF WAY AND STRUCTURES.</b>				
Engineering and superintendence.....	\$297,529 57	\$275,013 34	\$22,516 23	
Track maintenance.....	1,587,762 88	1,434,685 22	153,077 66	
Applying track material.....	1,139,395 14	952,403 07	186,992 07	
Roadway cleaning and policing.....	1,420,363 71	1,112,535 51	307,828 20	
Ballast.....	476,729 19	395,252 69	81,476 50	
Rails.....	916,512 87	820,316 12	96,196 75	
Ties.....	1,242,348 15	1,182,194 70	60,153 45	
Track appliances.....	669,464 37	484,511 50	184,952 87	
Roadway tools.....	101,568 33	83,930 37	17,637 96	
Other roadway maintenance.....	319,800 20	305,947 73	13,852 47	
Bridges and culverts.....	802,804 38	839,432 37		\$36,627 99
Buildings and grounds.....	825,933 66	884,118 71		58,185 05
Docks and wharves.....	206,831 30	74,149 56	132,681 74	
Interlocking plants and signals.....	200,753 34	193,555 14	7,198 20	
Fences, road crossings and signs.....	142,539 55	143,158 38		618 83
Telegraph and telephone lines.....	75,234 54	66,646 54	8,588 00	
Electric traction lines.....	21,218 62	10,168 77	11,049 85	
Stationery and printing.....	14,127 68	13,072 30	1,055 38	
Insurance.....	80,717 24	59,323 44	21,393 80	
Incidentals.....	863 95	443 75	420 20	
Total.....	\$10,542,498 67	\$9,330,859 21	\$1,211,639 46	
<b>MAINTENANCE OF EQUIPMENT.</b>				
Superintendence.....	\$260,552 84	\$244,669 02	\$15,883 82	
Locomotives—Repairs of.....	4,653,638 33	4,628,964 88	24,673 45	
Cars—Repairs of passenger.....	966,328 35	872,030 51	94,297 84	
Cars—Repairs of freight.....	6,586,610 23	5,753,594 65	833,015 58	
Cars—Repairs of work.....	152,451 62	119,240 83	33,210 79	
Floating equipment—Repairs of.....	215,474 11	233,263 62		17,789 51
Tools and Machinery—Repairs of.....	355,263 10	398,708 63		43,445 53
Shops—Heating and lighting.....	66,121 72	65,527 90	593 82	
Watchmen.....	14,895 08	13,862 95	1,032 13	
Stationery and printing.....	48,724 63	17,695 31	1,029 32	
Insurance.....	151,425 95	162,696 65		11,270 70
Incidentals.....	7,016 16	4,728 88	2,287 28	
Total.....	\$13,448,502 12	\$12,514,983 83	\$933,518 29	
<b>CONDUCTING TRANSPORTATION—OPERATION.</b>				
Superintendence—Transportation.....	\$642,300 35	\$608,833 59	\$33,466 76	
Station service—Passenger.....	435,150 55	408,534 59	26,615 96	
Station service—Freight.....	2,767,549 87	2,444,512 67	323,037 20	
Station supplies.....	225,045 79	202,397 02	22,648 77	
Stock yards and elevators—Operation of.....	9,799 34	10,386 60		587 29
Yard supervision.....	504,539 02	472,872 10	31,666 92	
Yardmen.....	1,861,572 63	1,613,119 03	248,453 60	
Yard engine-men and firemen.....	987,715 06	893,480 79	94,234 27	
Yard locomotives—Fuel for.....	699,736 23	611,386 00	88,350 23	
Road engine-men and firemen—Passenger.....	916,628 24	870,763 64	45,864 60	
Trainmen—Passenger.....	805,094 31	754,592 92	50,501 39	
Road locomotives—Fuel for passenger.....	798,383 86	710,283 30	88,100 56	
Train supplies—Passenger.....	523,434 02	496,173 12	27,260 90	
Road engine-men and firemen—Freight.....	3,072,219 27	2,715,852 97	356,366 30	
Trainmen—Freight.....	3,325,009 58	2,958,920 14	366,089 44	
Road locomotives—Fuel for freight.....	3,464,604 90	2,996,532 98	468,071 92	
Train supplies—Freight.....	452,016 85	384,548 27	67,468 58	
Engine-house-men.....	916,336 11	845,187 25	71,148 86	
Fuel stations—Operation of.....	161,720 88	164,261 26		2,540 38
Locomotives—Water supply for.....	321,547 77	299,279 78	22,267 99	
Locomotives—Stores for.....	249,320 77	248,275 58	1,045 19	
Locomotives—Other supplies for.....	185,181 57	175,532 99	9,648 58	
Telegraph and telephone—Operation of.....	1,116,237 27	1,008,797 23	107,440 04	
Signalmen.....	362,437 94	325,700 47	36,737 47	
Highway crossing watchmen.....	157,331 94	148,175 71	9,156 23	
Policemen.....	116,409 17	114,769 85	1,639 32	
Signal supplies.....	53,602 37	42,930 82	10,671 55	
Highway crossing supplies.....	16,471 44	15,227 54	943 90	
Wrecks—Clearing.....	245,497 12	205,369 54	40,127 61	
Car service.....	Cr. 457,525 05	Cr. 45,811 63		411,713 42
Hire of equipment.....	35,457 47	30,021 16	5,436 31	
Joint tracks, yards, terminals and other property.....	396,431 00	343,618 41	52,812 59	
Floating equipment—Operation of.....	303,348 19	259,041 48	44,306 71	



**Table 11—Continued.**  
COMPARATIVE AND DETAILED STATEMENT OF OPERATING EXPENSES.

ACCOUNTS.	1907.	1906.	Increase.	Decrease.
<b>CONDUCTING TRANSPORTATION—OPERATION—Continued.</b>				
Floating equipment—Fuel for.....	\$72,488 11	\$54,964 61	\$17,523 50	
Elevation and longshore labor.....	131,700 81	111,766 50	19,934 31	
Injuries to persons.....	773,478 11	276,273 25	497,204 86	
Loss and damage.....	763,727 46	629,768 18	133,959 28	
Stationery and printing—Transportation.....	227,191 73	198,252 82	28,938 91	
Insurance.....	39,601 48	42,601 92		3,000 44
Incidentals.....	24,464 87	13,366 90	11,097 97	
Total.....	\$27,705,928 37	\$24,630,561 32	\$3,075,367 05	
<b>CONDUCTING TRANSPORTATION—TRAFFIC.</b>				
Superintendence—Passenger.....	\$134,456 13	\$130,601 98	\$3,854 15	
Foreign agencies—Passenger.....	258,328 39	259,634 93		1,306 54
Advertising—Passenger.....	226,822 65	171,844 18	54,978 47	
Stationery and printing—Passenger.....	16,166 96	13,219 68	2,947 28	
Superintendence—Freight.....	461,717 91	440,732 17	20,985 74	
Foreign agencies—Freight.....	478,546 91	467,033 55	11,513 36	
Advertising—Freight.....	1,130 14	300 05	830 09	
Stationery and printing—Freight.....	97,058 12	84,540 77	12,517 35	
Total.....	\$1,674,227 21	\$1,567,907 31	\$106,319 90	
<b>GENERAL EXPENSES.</b>				
General officers.....	\$315,448 85	\$309,496 15	\$5,952 70	
Clerks.....	575,267 68	511,065 95	64,201 73	
Attendants.....	30,310 46	16,072 31	14,238 15	
Heat and light.....	10,919 29	3,639 78	7,279 51	
Office expenses and supplies.....	132,471 53	130,525 67	1,945 86	
Relief Department expenses.....	96,974 12	89,904 43	7,069 69	
Law expenses.....	166,499 17	148,987 84	17,511 33	
Stationery and printing.....	85,734 46	88,256 79		\$2,522 33
Incidentals.....	95,308 92	172,960 40		77,651 48
Total,	\$1,508,934 48	\$1,470,909 32	\$38,025 16	
<b>SUMMARY.</b>				
Maintenance of Way and Structure.....	\$10,542,498 67	\$9,330,859 21	\$1,211,639 46	
Maintenance of Equipment.....	13,448,502 12	12,514,983 83	933,518 29	
Conducting Transportation—				
Operation.....	27,705,928 37	24,630,561 32	3,075,367 05	
Traffic.....	1,674,227 21	1,567,907 31	106,319 90	
Total.....	\$29,380,155 58	\$26,198,468 63	\$3,181,686 95	
General Expenses.....	1,508,934 48	1,470,909 32	38,025 16	
Grand Total.....	\$54,880,090 85	\$49,515,220 99	\$5,364,869 86	

The above table does not include Affiliated lines named on page 6.

Table 12.

TRAFFIC STATISTICS FOR ALL LINES OWNED, OPERATED OR CONTROLLED BY OR AFFILIATED IN INTEREST WITH THE BALTIMORE AND OHIO RAILROAD SYSTEM.

FREIGHT.						
	NUMBER OF TONS.			NUMBER OF TONS ONE MILE.		
	1907.	Comparison with 1906.		1907.	Comparison with 1906.	
		Increase.	Decrease.		Increase.	Decrease.
Baltimore and Ohio Lines .....	58,448,265	3,113,163	.....	11,330,133,482	640,725,646	.....
*Controlled or Affiliated Lines.....	10,897,351	1,015,838	.....	945,402,683	151,697,873	.....
Total entire System .....	69,345,616	4,129,001	.....	12,245,536,165	762,423,519	.....

PASSENGER.						
	NUMBER OF PASSENGERS.			NUMBER OF PASSENGERS ONE MILE.		
	1907.	Comparison with 1906.		1907.	Comparison with 1906.	
		Increase.	Decrease.		Increase.	Decrease.
Baltimore and Ohio Lines .....	17,468,320	1,323,044	.....	723,438,594	40,466,455	.....
*Controlled or Affiliated Lines.....	1,275,126	156,330	.....	29,911,002	3,832,558	.....
Total entire System .....	18,743,446	1,479,344	.....	753,349,596	44,299,013	.....

\* For list of Lines included in this item see page 6.

Table 13.

COMPARATIVE STATEMENT OF FREIGHT AND PASSENGER MOVEMENT.

Year Ended.	Miles of Road.	Tons.	Tons One Mile.	Average Distance Carried.	Average Rate Per Ton Per Mile.	Passengers.	Passengers One Mile.	Average Distance Carried.	Average Rate Per Pass. Per Mile.
Sept. 30, 1888..	1,774.49	11,195,940	2,180,802,033	194.78	.656	7,120,432	228,049,619	32.02	1.861
Sept. 30, 1889..	1,790.63	12,161,380	2,340,730,503	192.47	.627	8,922,062	267,729,279	30.00	1.835
Sept. 30, 1890..	1,886.13	13,988,196	2,686,314,080	192.98	.633	9,831,918	307,133,959	31.43	1.828
Sept. 30, 1891..	1,965.66	14,858,972	2,582,876,389	174.85	.651	9,993,583	327,313,779	32.96	1.825
June 30, 1892..	1,999.40	15,738,859	2,727,854,508	173.01	.650	10,467,408	337,402,389	34.72	1.845
June 30, 1893..	2,052.93	16,356,405	2,676,671,750	164.56	.656	10,956,156	397,838,164	36.55	1.663
June 30, 1894..	2,065.43	13,357,175	2,447,860,852	161.78	.648	9,626,928	417,520,973	43.61	1.540
June 30, 1895..	2,090.15	16,080,423	2,456,614,830	153.65	.631	8,207,608	286,053,574	35.07	1.765
June 30, 1896..	2,090.53	17,864,927	2,836,238,783	159.61	.593	8,567,194	297,831,512	34.97	1.785
June 30, 1897..	2,041.53	18,746,655	3,499,075,760	187.96	.524	8,344,078	289,619,275	34.90	1.747
June 30, 1898..	2,042.53	21,986,220	4,362,211,046	199.38	.458	8,569,546	307,322,630	36.11	1.707
June 30, 1899..	2,042.23	25,057,178	5,137,367,360	205.03	.390	8,632,524	325,321,339	37.69	1.737
June 30, 1900..	2,273.47	28,366,696	5,846,897,698	206.12	.455	9,165,136	360,042,470	38.04	1.818
June 30, 1901..	3,216.26	33,528,513	7,140,897,000	212.98	.498	11,660,900	458,294,750	39.30	1.975
June 30, 1902..	3,233.50	38,710,216	7,495,527,780	193.63	.515	12,050,275	492,320,279	40.86	2.046
June 30, 1903..	3,935.12	41,178,943	8,581,536,190	194.31	.556	15,024,671	626,855,795	41.73	1.997
June 30, 1904..	3,986.61	43,347,193	8,558,881,237	192.84	.582	15,403,061	657,869,285	42.74	1.998
June 30, 1905..	4,025.98	47,285,483	8,933,514,105	188.93	.566	15,518,372	705,493,811	45.16	1.959
June 30, 1906..	4,029.93	55,335,402	10,749,407,836	193.72	.560	16,145,306	682,972,139	42.30	2.006
June 30, 1907..	4,096.32	58,118,265	11,330,133,482	193.85	.570	17,468,320	723,438,594	44.41	1.956

NOTE.—The figures for 1902, 1903, 1904, 1905, 1906 and 1907 do not include operations of such lines as are treated as Affiliated lines in the respective years.

**Table 14.**  
**FREIGHT TRAFFIC STATISTICS.**  
 (Company's freight not included.)

ALL COMMODITIES. (Including Soft Coal.)	1907.	Compared with 1906.	
		Increase.	Decrease.
Miles of road.....	4,006.32		23.61
Freight earnings.....	\$64,625,946.48	\$4,623,742.16	
Per cent. of total earnings.....	78.58	1.05	
Number of tons carried.....	58,448,265	3,113,163	
Number of tons carried one mile.....	11,330,433,482	610,725,646	
Average miles each ton was carried.....	193.85	.13	
Number of tons carried per mile of road.....	14,589	.858	
Number of tons carried one mile per mile of road.....	2,828,065	168,116	
Freight earnings per mile of road.....	\$16,131.00	\$1,241.86	
Average earnings per ton (cents).....	110.57	2.14	
Average earnings per ton per mile (cents).....	0.570	.010	
Average number of tons loaded in car.....	22.60	.25	
Average train load (tons).....	433.02	12.69	
Average number loaded cars in train.....	19.16	.35	
Average number empty cars in train.....	9.51		.60
Revenue freight train mileage.....	26,165,238	662,746	
Revenue freight train mileage per mile of road.....	6.531	203	
Freight earnings per revenue freight train mile (cents).....	246.99	11.71	
<b>SOFT COAL.</b>			
Number of tons carried.....	22,986,520	980,339	
Number of tons carried one mile.....	4,474,172,109	193,772,097	
Average miles each ton was carried.....	194.64	.13	
Average earnings per ton (cents).....	78.69	.24	
Average earnings per ton per mile (cents).....	.404	.001	

NOTE—The above statement does not include traffic over Controlled or Affiliated lines named on page 6.

**Table 15.**  
**PASSENGER TRAFFIC STATISTICS.**

	1907.	Compared with 1906.	
		Increase.	Decrease.
Miles of road.....	4,006.32		23.61
Passenger earnings.....	\$14,147,116.53	\$445,418.56	
Per cent. of total earnings.....	17.20		.50
Number of passengers carried.....	17,468,320	1,323,014	
Number of passengers carried one mile.....	723,438,594	40,466,455	
Average miles each passenger was carried.....	41.41		.89
Number of passengers carried per mile of road.....	4,360	354	
Number of passengers carried one mile per mile of road.....	180,574	11,099	
Passenger earnings per mile of road.....	\$3,531.20	\$131.22	
Average earnings from each passenger (cents).....	80.99		3.87
Average earnings per passenger per mile (cents).....	1.956		.050
Average number of passengers per train.....	52	2	
Passenger train mileage.....	13,861,317	177,148	
Passenger train mileage per mile of road.....	3,460	64	
Passenger earnings per train mile (cents).....	102.06	1.93	
Passenger train earnings.....	\$17,438,353.74	\$408,964.97	
Passenger train earnings per mile of road.....	\$4,352.71	\$126.98	
Passenger train earnings per train per mile (cents).....	125.81	1.36	

NOTE—The above statement does not include traffic over Controlled or Affiliated lines named on page 6.



Table 16.

## EARNINGS AND EXPENSES PER MILE OF ROAD.

*THE BALTIMORE AND OHIO RAILROAD COMPANY.	1907.	COMPARISON WITH 1906.	
		Increase.	Decrease.
Gross earnings per mile of road.....	\$20,528 55	\$1,324 23	.....
Operating expenses per mile of road.....	13,698 38	1,411 51	.....
Net earnings per mile of road.....	6,830 17	.....	\$87 28
† CONTROLLED OR AFFILIATED LINES.	1907.	COMPARISON WITH 1906.	
		Increase.	Decrease.
Gross earnings per mile of road.....	\$13,842 21	\$2,616 04	.....
Operating expenses per mile of road.....	9,109 52	713 59	.....
Net earnings per mile of road.....	4,732 69	1,902 45	.....
TOTAL ENTIRE SYSTEM.	1907.	COMPARISON WITH 1906.	
		Increase.	Decrease.
Gross earnings per mile of road.....	\$19,845 57	\$1,451 89	.....
Operating expenses per mile of road.....	13,229 65	1,338 13	.....
Net earnings per mile of road.....	6,615 92	113 76	.....

\* For lines included see page 5.

† For lines included see page 6.

Table 17.

## COMMODITIES CARRIED DURING THE FISCAL YEARS ENDED JUNE 30, 1907 AND 1906.

(COMPANY'S MATERIAL NOT INCLUDED.)

COMMODITIES.	1907.		1906.		Increase.	Decrease.
	Tons.	Per Cent.	Tons.	Per Cent.	Tons.	Tons.
<b>PRODUCTS OF AGRICULTURE—</b>						
Grain.....	1,472,943	2.52	1,594,971	2.88	.....	122,028
Flour.....	430,364	.74	411,812	.74	18,552	.....
Other mill products.....	374,694	.64	330,301	.60	44,393	.....
Hay.....	299,457	.51	348,859	.63	.....	49,402
Tobacco.....	69,638	.12	61,911	.11	7,727	.....
Cotton.....	25,816	.04	24,285	.05	1,531	.....
Fruits and vegetables.....	421,729	.72	333,975	.60	87,754	.....
<b>PRODUCTS OF ANIMALS—</b>						
Live Stock.....	408,642	.70	392,144	.71	16,498	.....
Dressed meats.....	95,220	.17	82,869	.15	12,351	.....
Other packing-house products.....	211,546	.36	196,154	.36	15,392	.....
Poultry, game and fish.....	18,575	.03	18,903	.03	.....	328
Wool.....	12,466	.02	9,997	.02	2,469	.....
Hides and leather.....	77,451	.13	84,455	.15	.....	7,004
<b>PRODUCTS OF MINES—</b>						
Anthracite coal.....	1,077,620	1.85	927,421	1.67	150,199	.....
Bituminous coal.....	22,986,520	39.33	22,006,181	39.77	980,339	.....
Coke.....	5,871,775	10.05	5,564,606	10.06	307,169	.....
Ores.....	3,334,104	5.70	2,736,811	4.95	597,293	.....
Stone, sand and like articles.....	4,132,507	7.07	4,103,044	7.41	29,463	.....
<b>PRODUCTS OF FOREST—</b>						
Lumber, bark, etc.....	3,088,375	5.28	3,084,782	5.58	3,593	.....
<b>MANUFACTURES—</b>						
Petroleum and other oils.....	329,777	.56	301,542	.55	28,235	.....
Sugar.....	211,388	.36	213,571	.39	.....	2,183
Naval stores.....	50,973	.09	52,478	.09	.....	1,505
Iron, pig and bloom.....	1,432,328	2.45	1,466,155	2.65	.....	33,827
Iron and steel rails.....	405,010	.69	445,725	.81	.....	40,715
Other castings and machinery.....	4,387,250	7.51	3,870,479	6.99	516,771	.....
Bar and sheet metal.....	259,217	.45	200,033	.36	59,184	.....
Cement, brick and lime.....	2,311,102	3.95	2,267,079	4.10	44,023	.....
Agricultural implements.....	70,965	.12	78,469	.14	.....	7,504
Wagons, carriages, tools, etc.....	60,669	.10	71,776	.13	.....	11,107
Wines, liquors and beers.....	227,986	.39	210,731	.38	17,255	.....
Household goods and furniture.....	180,324	.31	190,567	.34	.....	10,243
<b>MERCHANDISE.....</b>	657,893	1.13	584,483	1.06	73,410	.....
<b>MISCELLANEOUS.....</b>	3,453,941	5.91	3,068,533	5.54	385,408	.....
Total tons carried.....	58,448,265	100.00	55,335,102	100.00	3,113,163	.....
Increase.....					5.62 Per Cent.	

NOTE—The above table does not include Controlled or Affiliated lines named on page 6.

Table 18.

STATEMENT OF LOCOMOTIVES, CARS AND MARINE EQUIPMENT IN SERVICE JUNE 30, 1907.  
THE BALTIMORE AND OHIO RAILROAD COMPANY.

	Available for Service June 30, 1906.	Acquired during year ended June 30, 1907.	Built to fill vacancies or transferred from other classes during year ended June 30, 1907.	Disposed of or trans- ferred to other classes during year ended June 30, 1907.	Net Increase or Decrease.	Available for Service June 30, 1907.	Capacity 1907.	Capacity 1906.	Valuation as carried on General Ledger June 30, 1907.	Valuation as carried on General Ledger June 30, 1906.
<b>LOCOMOTIVES.</b>										
							Tractive Power—Lbs.			
Steam—Passenger.....	260			9 D 9		251	4,682,424	4,952,108		
“ Freight.....	993	1		19 D 18		975	33,173,639	33,592,336		
“ Switching.....	179	7		7		179	4,471,947	4,314,522		
Electric Motor.....	6	1		1 1		7	396,000	356,000		
Spare Tender.....	10			10 D 10						
Total.....	1,448	1	8	45 D 36		1,412	42,724,010	43,214,966	\$11,693,382.38	\$12,019,104.53
<b>PASSENGER CAR EQUIPMENT:</b>										
							Seating Capacity.			
Amber.....	1					1				
Baggage.....	113			1 D 1		112				
Baggage and Mail.....	52					52				
Coach.....	446	1	11 D 10			436	28,644	29,204		
Coach—Emigrant.....	34					34				
Combination.....	105		3 D 3			102	3,660	3,752		
Club.....	1		1 D 1					36		
Cafe.....	8	3	1 3			11	243	177		
Dining.....	22					22	562	562		
Express.....	56		2 D 2			54				
“ Refrigerator.....	12		1 D 1			11				
“ Horse.....	20		1 D 1			19				
Officer.....	14	2	2			14				
Postal.....	21		1 D 1			20				
Pay.....	2					2				
Total.....	907	5	1	23 D 17		890	33,109	33,731	\$2,935,955.84	\$2,949,835.59
<b>FREIGHT CAR EQUIPMENT:</b>										
							Tons.	Tons.		
Box.....	21,167	6	409 D 403			20,764	637,313	648,871		
“ Furniture.....	15		1 D 1			14	350	412		
“ Ventilated.....	44		1 D 1			43	1,182	1,210		
“ Lumber.....	533	5	356 D 351			182	5,460	15,497		
“ Coke.....	7					7	110	140		
Coal Car—Gondola.....	6,842	14	886 D 872			5,970	168,535	189,841		
“ “ and Coke.....	765	4	206 D 202			563	11,260	17,977		
“ “ Steel.....	8,025	1	88 D 87			7,938	328,020	331,500		
“ “ “ Coke Rack..	20	81	1 I 80			100	4,000	800		
“ “ Drop Bottom Coke Rack..	2					2	50	50		
“ Hopper Gondola.....	8,312	1	809 D 808			7,504	216,363	249,360		
“ “ Steel.....	9,443					9,443	469,652	469,652		
“ “ “ Coke Rack	3,159	676	91 I 585			3,744	112,130	94,295		
Iron Coal—Hopper Bottom Gondola	1					1	30	30		
Side Dump.....	440		89 D 89			351	7,350	10,110		
Caboose.....	906	32	50 D 15			891				
Flat.....	1,639	5	77 D 72			1,567	64,565	66,620		
“ Logging.....	21		1 D 1			23	690	720		
“ Slag and Dump.....	10		2 D 2			8	160	200		
Refrigerator.....	646		5 D 5			641	18,030	18,140		
“ Beer.....	31		8 D 8			23	460	620		
Stock.....	37	3	22 D 19			18	520	840		
“ Combination.....	7		2 D 2			5	150	210		
Tank—Oil.....	28		3 D 3			25	Bbls. 2,699	Bbls. 3,023		
“ Water.....	9					9	1,115	1,145		
Well.....	4					1	Tons. 100	Tons. 100		
Total.....	62,116	32	799 3,107 D 2,276			59,840	Bbls. 3,844	Bbls. 4,168	\$31,680,378.09	\$32,986,704.38



Table 18—Continued.

STATEMENT OF LOCOMOTIVES, CARS AND MARINE EQUIPMENT IN SERVICE JUNE 30, 1907.  
THE BALTIMORE AND OHIO RAILROAD COMPANY.

	Available for Service June 30, 1906.	Acquired during year ended June 30, 1907.	Built to fill vacancies or transferred from other classes during year ended June 30, 1907.	Disposed of or trans- ferred to other classes during year ended June 30, 1907.	Net Increase or Decrease.	Available for Service June 30, 1907.	Capacity 1907.	Capacity 1906.	Valuation as carried on General Ledger June 30, 1907.	Valuation as carried on General Ledger June 30, 1906.
SERVICE CAR EQUIPMENT:										
Air Brake Instruction.....	2					2				
Ballast.....	450			5 D	5	445				
“ Spreader.....	9					9				
Camp—Box.....	750		139	80 I	59	809				
“ Gondola.....	53		21	4 I	17	70				
“ Coach.....	66		5	1 I	4	70				
Crane.....	18			1 D	1	17				
Dynamometer.....	1					1				
Derrick.....	26			1 D	1	25				
Flat.....	243		189	48 I	141	384				
Grain Elevator.....	2					2				
Ice.....	9			2 D	2	7				
Oil Box.....	3		3	1 I	2	5				
Painter.....	8					8				
Pile Driver.....	6			1 D	1	5				
Plow—Snow.....	3					3				
Rigger Box.....	13		2	1 I	1	14				
Side Dump.....	18			2 D	2	16				
Scale Test.....	4	1		1		4				
Sand.....	6					6				
Storage.....	10		9	1 I	8	18				
Sink Cleaning.....	1			1 D	1					
Caboose.....	17		13	2 I	11	28				
Tool.....	36		9	1	9	45				
Tunnel Gauge.....	1					1				
Water Supply.....	1					1				
Carpenter.....	2					2				
Cinder.....	86		10	28 D	18	68				
Shovel—Steam.....	11			1 D	1	10				
Unloader.....	4					4				
Wood.....			1	1	1	1				
Total.....	1,859	1	401	181 I	221	2,080			\$908,673.75	\$916,384.18
FLOATING EQUIPMENT:										
Tug Boats.....	11					11				
Steam Lighters.....	2	1		1	1	3				
Car Floats.....	44	3		2 I	1	45				
Pile Drivers.....	2					2				
Wharf Boats.....	1					1				
Lighters.....	74	4		1	4	78				
Scows.....	2					2				
Total.....	136	8		2 I	6	142			\$1,095,762.20	\$1,025,233.04
Grand Total.....	66,466					64,364			\$48,314,152.26	\$49,897,261.72

Table 18—Continued.

STATEMENT OF LOCOMOTIVES AND CARS IN SERVICE JUNE 30, 1907.  
THE BALTIMORE AND OHIO EQUIPMENT COMPANY.

	Available for Service June 30, 1906.	Acquired during year ended June 30, 1907.	Built to fill vacancies or transferred from other classes during year ended June 30, 1907.	Disposed of or trans- ferred to other classes during year ended June 30, 1907.	Net Increase or Decrease.	Available for Service June 30, 1907.	Capacity 1907.	Capacity 1906.	Valuation as of June 30, 1907.	Valuation as of June 30, 1906.
LOCOMOTIVES:						Tractive Power—Lbs.				
Passenger	35					35	1,225,558	1,225,700		
Freight	209					209	8,813,112	8,813,112		
Switching	5					5	148,700	148,700		
Total	249					249	10,187,370	10,187,512	\$4,134,351.50	\$4,134,351.50
FREIGHT CAR EQUIPMENT:						Tons.				
Box	1,782	218		1	218	2,000	80,000	71,280		
Gondola—Steel	4,450					4,450	222,500	222,500		
Hopper Gondola—Steel	3,000					3,000	150,000	150,000		
Refrigerator	250					250	8,750	8,750		
Total	9,482	218		1	218	9,700	461,250	452,530	\$10,980,100.00	\$10,766,024.00
Grand Total	9,731					9,949			\$15,114,451.50	\$14,900,375.50

Table 18—Continued.

## STATEMENT OF LOCOMOTIVES AND CARS IN SERVICE JUNE 30, 1907.

## THE BALTIMORE AND OHIO SOUTHWESTERN RAILROAD COMPANY.

	Available for service June 30, 1906.	Acquired during year ended June 30, 1907.	Built to fill vacancies or transferred from other classes during year ended June 30, 1907.	Disposed of or trans- ferred to other classes during year ended June 30, 1907.	Net Increase or Decrease.	Available for service June 30, 1907.	Capacity 1907.	Capacity 1906.	Valuation as carried on General Ledger, June 30, 1907.	Valuation as carried on General Ledger, June 30, 1906.
<b>LOCOMOTIVES:</b>										
							Tractive Power—Lbs.			
Steam—Passenger.....	47			2 D	2	45	776,540	864,179		
“ Freight.....	122			5 D	5	117	3,207,407	3,331,643		
Switching.....	15			1 D	1	14	274,350	289,089		
Total.....	184			8 D	8	176	4,258,297	4,484,911	\$742,850.00	\$769,918.77
<b>PASSENGER CAR EQUIPMENT:</b>										
							Seating Capacity.			
Baggage.....	22			1 D	1	21				
Baggage and Mail.....	7					7				
Coach.....	106			2 D	2	104	6,010	6,112		
Combination.....	25					25	826	826		
Cafe.....	2					2	74	74		
Dining.....	3					3	96	96		
Express.....	12			1 D	1	11				
Officer.....	3			1 D	1	2				
Postal.....	14			1 D	1	13				
Total.....	194			6 D	6	188	7,006	7,108	\$239,500.00	\$255,632.86
<b>FREIGHT CAR EQUIPMENT:</b>										
							Tons.	Tons.		
Box.....	6,658		8	306 D	298	6,360	188,325	195,805		
“ Furniture.....	130			5 D	5	125	3,400	3,510		
“ Machinery.....	59			1 D	1	58	1,740	1,770		
Coal Car—Gondola.....	1,369		1	153 D	152	1,217	35,415	39,605		
“ “ Steel.....	550					550	22,000	22,000		
“ “ Side Dump.....	207			14 D	14	193	5,275	5,610		
Caboose.....	99		8	23 D	15	84				
Flat.....	529		1	50 D	49	480	15,290	16,585		
Refrigerator.....	91			6 D	6	85	1,700	1,820		
Stock.....	30			18 D	18	12	300	750		
Total.....	9,722		18	576 D	558	9,164	273,445	287,455	\$3,859,081.31	\$4,082,906.88
<b>SERVICE CAR EQUIPMENT:</b>										
Ballast.....	93			3 D	3	90				
“ Spreader.....	10			1 D	1	9				
Caboose.....			19	11	18	18				
Camp Box.....	284		77	14 I	63	347				
“ Gondola.....	5		1	1		5				
“ Coach.....			1	1	1	1				
Cinder.....	18		1	3 D	2	16				
Crane.....	2					2				
Derrick.....	4					4				
Flat.....	19		17	5 I	12	31				
Ice Box.....	5		2	1	2	7				
Miner.....	1					1				
Plow—Snow.....	1					1				
Painter.....	1					1				
Pile Driver.....	2					2				
Rigger Box.....	1					1				
Shovel.....	3					3				
Sand.....	3					3				
Storage.....	8		2	1	2	10				
Unloader.....	4					4				
Tool Bridge.....	20		1	1		20				
Tunnel Gauge.....	2					2				
Wood Box.....	3		1	1	1	4				
Wrecking Tool.....	43		5	3 I	2	45				
Total.....	532		127	32 I	95	627			\$162,342.86	\$153,850.86
Grand Total.....	10,632		145	622 D	477	10,155			\$5,003,774.17	\$5,262,309.37



Table 18—Continued.

## STATEMENT OF LOCOMOTIVES AND CARS OF CONTROLLED OR AFFILIATED LINES IN SERVICE JUNE 30, 1907.

	Available for Service June 30, 1907.		Available for Service June 30, 1906.		Valuation June 30, 1907.	Valuation June 30, 1906.
LOCOMOTIVES:	Tractive Power—Lbs.		Tractive Power—Lbs.			
Passenger.....	26	362,928	26	358,984		
Freight.....	65	1,561,329	63	1,519,196		
Switching.....	23	446,356	23	446,356		
Total.....	114	2,370,613	112	2,324,536	\$603,533 19	\$612,894 91
PASSENGER CAR EQUIPMENT:	Seating Capacity.		Seating Capacity.			
Baggage.....	8		8			
Baggage and Mail.....	12		12			
Coach.....	59	3,520	59	3,520		
Combination.....	15	424	16	452		
Office.....	3		3			
Pay.....	1		1			
Total.....	98	3,944	99	3,972	\$229,458 01	\$236,232 66
FREIGHT CAR EQUIPMENT:	Tons.		Tons.			
Box.....	118	12,025	436	12,420		
“ Lumber.....	370	11,100	377	11,310		
Caboose.....	45		46			
Flat.....	498	16,630	533	17,640		
Garbage.....			2	50		
Gondola.....	2,725	92,450	3,013	100,430		
Hopper Gondola.....	71	1,775	88	2,200		
Refrigerator.....	2	40	3	90		
Side Dump.....	136	4,010	142	3,550		
Stock.....	50	1,500	51	1,520		
Total.....	4,315	139,530	4,691	149,210	\$1,272,556 18	\$1,365,951 59
SERVICE CAR EQUIPMENT:						
Boarding.....	27		27			
Bridge Department.....	7		7			
Ballast.....	10		10			
Camper—Box.....	81		79			
“ Gondola.....	6		8			
“ Coach.....	18		18			
Cinder.....	15		21			
Caboose.....	3		3			
Carpenter.....	2		2			
Crane.....	2		2			
Derrick.....	1		1			
Flat.....	53		46			
Ice.....	3		2			
Painter.....	1		1			
Pile Driver.....	3		3			
Plow—Snow.....	1		1			
Relief.....	1		1			
Side Dump.....			1			
Shovel.....	6		6			
Spreader—Ballast.....	1		1			
Storage.....	1		1			
Tool.....	13		13			
Truck.....	1		1			
Tank.....	1		1			
Total.....	257		256		\$100,842 57	\$103,637 17
Grand Total.....	4,781		5,158		\$2,206,389 95	\$2,318,716 33

NOTE.—There are 181 Gondola cars, valued at \$218,902.00, under Car Trust of the Cleveland Terminal & Valley R. R. not included in above.

The above table includes equipment of the following lines: Cleveland Terminal & Valley R. R. Co., Cleveland, Lorain & Wheeling Ry. Co., Ohio River R. R. Co., Ravenswood, Spencer & Glenville Ry. Co., Ohio & Little Kanawha R. R. Co., Pittsburgh Junction R. R. Co., and Valley R. R. of Va.

Table 18—Continued.

## EQUIPMENT SUMMARY.

Showing the Total Number of Locomotives and Cars in Service June 30, 1907, on The Baltimore and Ohio Railroad System (Including Controlled or Affiliated Lines.)

EQUIPMENT.	Balto. & Ohio R. R.	Balto. & Ohio Equip- ment Co.	B. & O. S. W. R. R.	C. & L. & W. Ry.	C. T. & V. R. R.	Ohio River R. R.	R. S. & G. Ry.	O. & L. K. R. R.	Pitts. Junct. R. R.	Valley R. R. of Va.	TOTAL. Gauge.		
											Standard.	Narrow.	
LOCOMOTIVES:													
Passenger.....	251	35	45	7	3	12	.....	4	.....	.....	350	7	
Freight.....	975	209	117	33	14	12	.....	2	3	1	1,364	2	
Switching.....	179	5	14	6	9	2	.....	.....	6	.....	221	.....	
Electric Motors.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	
Total.....	1,412	249	176	46	26	26	.....	6	9	1	1,942	9	
PASSENGER CAR EQUIPMENT:													
Annex.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	
Baggage.....	112	.....	21	4	2	2	.....	.....	.....	.....	140	1	
Baggage and Mail.....	52	.....	7	4	1	7	.....	.....	.....	.....	68	3	
Coach.....	436	.....	104	19	9	26	.....	4	.....	.....	590	8	
“ Emigrant.....	34	.....	.....	.....	1	.....	.....	.....	.....	.....	35	.....	
Dining.....	22	.....	3	.....	.....	.....	.....	.....	.....	.....	25	.....	
Cafe.....	11	.....	2	.....	.....	.....	.....	.....	.....	.....	13	.....	
Combination.....	102	.....	25	4	2	7	.....	2	.....	.....	141	1	
Express.....	54	.....	11	.....	.....	.....	.....	.....	.....	.....	65	.....	
“ Refrigerator.....	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	.....	
“ Horse.....	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	19	.....	
Officer.....	14	.....	2	1	.....	2	.....	.....	.....	.....	19	.....	
Postal.....	20	.....	13	.....	.....	.....	.....	.....	.....	.....	33	.....	
Pay.....	2	.....	.....	1	.....	.....	.....	.....	.....	.....	2	1	
Total.....	890	.....	188	33	15	44	.....	6	.....	.....	1,162	14	
FREIGHT CAR EQUIPMENT:													
Box.....	20,764	2,000	6,360	402	.....	16	.....	.....	.....	.....	29,495	47	
“ Machinery.....	.....	.....	58	.....	.....	.....	.....	.....	.....	.....	58	.....	
“ Furniture.....	14	.....	125	.....	.....	.....	.....	.....	.....	.....	139	.....	
“ Ventilated.....	43	.....	.....	.....	.....	.....	.....	.....	.....	.....	43	.....	
“ Lumber.....	182	.....	.....	.....	.....	370	.....	.....	.....	.....	552	.....	
“ Coke.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	
Coal Car—Gondola.....	5,970	.....	1,217	2,645	490	55	1	15	.....	.....	10,380	13	
“ “ and Coke.....	563	.....	.....	.....	.....	.....	.....	.....	.....	.....	563	.....	
“ “ Steel.....	7,938	4,450	550	.....	.....	.....	.....	.....	.....	.....	12,938	.....	
“ “ “ Coke Rack..	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....	
“ Drop Bottom Coke Rack..	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	
“ Hopper Gondola.....	7,504	.....	.....	71	.....	.....	.....	.....	.....	.....	7,575	.....	
“ “ “ Steel.....	9,443	3,000	.....	.....	.....	.....	.....	.....	.....	.....	12,443	.....	
“ “ “ “ Coke Rack	3,744	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,744	.....	
“ Iron Coal Hopper Bottom Gondola.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	
Side Dump.....	351	.....	193	129	7	.....	.....	.....	.....	.....	677	3	
Caboose.....	891	.....	84	26	5	12	.....	2	.....	.....	1,016	4	
Flat.....	1,567	.....	480	483	9	5	.....	1	.....	.....	2,508	37	
“ Logging.....	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	.....	
“ Slag and Dump.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	.....	
Refrigerator.....	641	250	85	.....	.....	2	.....	.....	.....	.....	978	.....	
“ Beer.....	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	.....	
Stock.....	18	.....	12	50	.....	.....	.....	.....	.....	.....	80	.....	
“ Combination.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	
Tank—Oil.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	.....	
“ Water.....	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	.....	
Well Car.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	
Total.....	59,840	9,700	9,164	3,806	511	460	1	18	.....	.....	83,396	104	

Table 18—Continued.

## EQUIPMENT SUMMARY.

Showing the Total Number of Locomotives and Cars in Service June 30, 1907, on The Baltimore and Ohio Railroad System (Including Controlled or Affiliated Lines.)

EQUIPMENT.	Balto. & Ohio R. R.	Balto. & Ohio Equip- ment Co.	B. & O. S. W. R. R.	C. & L. & W. Ry.	C. T. & V. R. R.	Ohio River R. R.	R. E. & G. Ry.	O. & L. E. R. R.	Pitts. Junct. R. R.	Valley R. R. of Va.	TOTAL.	
											Gauge.	
											Standard.	Narrow.
SERVICE CAR EQUIPMENT:												
Air Brake Instruction.....	2										2	
Ballast.....	445		90			10					545	
"    Spreader.....	9		9	1							19	
Boarding.....				3		24					27	
Bridge Department.....			20		1	6					27	
Camp—Box.....	809		347	8		64	2	7			1,237	
"    Gondola.....	79		5	4		1		1			81	
"    Coach.....	70		1		8	1	1	8			89	
Carpenter.....	2					2					2	2
Crane.....	17		2	2							21	
Cinder.....	68		16	10	1			1			96	3
Caboose.....	28		18			3					48	1
Dynamometer.....	1										1	
Derrick.....	25		1		1						30	
Flat.....	384		34	21	17	6		9			468	
Grain Elevator.....	2										2	
Ice.....	7		7	1		2					17	
Miner.....			1								1	
Oil Box.....	5										5	
Painter.....	8		1			1					10	
Pile Driver.....	5		2	1		2					10	
Plows—Snow.....	3		4			1					8	2
Rigger Box.....	14		1								15	
Relief.....					1						1	
Side Dump.....	16										16	
Scale Test.....	4										4	
Sand.....	6		3								9	
Shovel.....	10		3	3		2		1			19	
Storage.....	18		10			1					29	
Tank.....						1					1	
Tool.....	45			5	1	3		4			58	1
Truck.....					1						1	
Tunnel Gauge.....	1		2								3	
Unloader.....	4		4								8	
Water Supply.....	1										1	
Wrecking Tool.....			15								15	
Wood.....	1		1								2	
Total.....	2,080		627	59	34	130	3	31			2,955	9

## RECAPITULATION.

Locomotives.....	1,112	219	176	46	26	26		6	9	1	1,942	9
Passenger Car Equipment.....	890		188	33	45	11		6			1,162	14
Freight Car Equipment.....	59,840	9,700	9,161	3,806	511	160	1	18			83,396	101
Service Car Equipment.....	2,080		627	59	34	130	3	31			2,955	9



Table 19.

## LOCOMOTIVE MILEAGE FOR FISCAL YEARS ENDED JUNE 30, 1907 AND 1906.

DIVISIONS.	PASSENGER.				FREIGHT.				WORK.			
	1907.	1906.	Increase.	Decrease.	1907.	1906.	Increase.	Decrease.	1907.	1906.	Increase.	Decrease.
New York.....					147,962	98,684	49,281		1,942	59,696		57,754
Philadelphia.....	1,449,695	1,154,343		4,648	1,455,077	1,503,641		48,564	95,235	84,998	13,237	
Baltimore (Inc. Washington Br.)	2,409,919	2,087,986	21,933		2,631,066	2,606,611	24,455		364,231	374,240		10,009
Cumberland.....	1,450,546	1,475,382		24,836	6,329,891	6,507,516		177,625	153,646	179,508		25,862
Shenandoah.....	95,367	97,045		1,678	445,560	439,378	6,182		4,240	9,404		5,164
Monongah.....	865,193	887,431		21,938	2,141,379	2,041,435	109,944		188,863	231,716		42,853
Wheeling.....	389,438	356,370	33,068		1,168,970	1,101,811	67,159		84,645	86,139		1,524
Ohio River.....	742,059	781,374		39,315	786,136	668,896	117,270		146,299	63,847	52,452	
Connellsville.....	859,420	901,647		42,227	3,288,295	3,000,428	287,867		188,509	194,820		6,311
Pittsburgh.....	1,646,891	1,646,891			3,208,564	3,334,450		125,886	388,229	445,518		27,289
New Castle.....	642,289	658,659		16,370	2,212,211	2,158,507	53,704		194,345	194,579		2,766
Newark.....	1,031,626	1,056,567		24,941	2,734,721	2,610,164	124,560		146,837	84,916	64,891	
Chicago.....	1,308,623	1,296,525	12,098		2,479,582	2,395,887	83,695		84,290	179,048		97,728
Ohio.....	1,187,505	1,201,572		14,067	1,937,434	1,868,708	68,726		178,881	134,544	44,340	
Indiana.....	1,086,585	1,092,305		5,720	1,275,545	1,140,487	135,358		43,321	33,883	9,438	
Illinois.....	1,060,422	1,018,122	42,300		964,821	801,110	163,711		10,622	24,149		13,527
Total B. & O. Lines.	15,625,578	15,711,919		86,341	32,907,217	31,967,380	939,837		2,238,105	2,339,002		100,897
Valley R. R. of Virginia.	80,980	80,763	217		55,292	47,659	7,633		172	482		310
Ravenswood, Spencer and Glenville Ry.....	37,720	34,103	3,617		24,233	30,624		6,391	927	384		543
Cleveland Terminal and Valley R. R.....	273,412	275,081		1,669	203,292	228,896		25,604	36,105	16,721		19,384
Cleveland, Lorain and Wheeling Ry.....	412,792	412,400	392		1,540,138	1,305,982	234,156		97,214	132,350		35,136
Ohio and Little Kanawha R. R.....	116,567	120,912		4,345	124,891	131,263		6,372	27,908	14,663		13,245
Total Affiliated Lines.	921,471	923,259		1,788	1,947,846	1,744,424	203,422		162,326	161,600		2,274
Grand Total B. & O. System.....	16,547,049	16,635,178		88,129	34,855,063	33,711,804	1,143,259		2,400,431	2,503,602		103,171
SHIFTING.												
	PASSENGER.				FREIGHT.				GRAND TOTAL.			
	1907.	1906.	Increase.	Decrease.	1907.	1906.	Increase.	Decrease.	1907.	1906.	Increase.	Decrease.
New York.....					379,160	367,074	12,086		529,064	525,451	3,613	
Philadelphia.....	60,548	66,916		6,368	631,518	633,772		2,254	3,392,073	3,440,670		48,597
Baltimore (Inc. Washington Br.)	265,385	270,772		5,387	2,148,411	2,272,744		124,333	7,516,012	7,609,353		93,341
Cumberland.....	5,731		5,731		890,135	988,350		98,215	8,829,949	9,150,756		320,807
Shenandoah.....					33,234	42,767		9,533	278,401	288,594		10,193
Monongah.....	14,744		14,744		956,858	1,072,507		115,649	4,167,037	4,222,789		55,752
Wheeling.....	28,888	26,028	2,860		542,294	415,065	127,229		2,214,205	1,985,413	228,792	
Ohio River.....	12,353	13,571		1,218	155,837	144,382	11,455		1,812,684	1,672,040	140,644	
Connellsville.....	3,455	40	3,415		963,871	1,048,754		84,883	5,303,550	5,145,689	157,861	
Pittsburgh.....	66,824	54,294	12,530		1,596,865	1,587,948	8,917		6,907,373	7,039,101		131,728
New Castle.....	1,186		1,186		1,083,992	937,225	146,767		4,134,023	3,945,970	188,053	
Newark.....	67,643	66,967	676		827,914	886,825		58,911	4,808,744	4,702,469	106,275	
Chicago.....	26,225	17,512	8,713		1,028,248	1,012,238	16,010		4,923,968	4,901,180	22,788	
Ohio.....	4,408	4,220	188		275,110	297,785		22,675	3,583,338	3,506,826	76,512	
Indiana.....	34,174	36,296		2,122	904,417	835,537	68,880		3,344,042	3,138,298	205,834	
Illinois.....					464,024	420,878	43,146		2,499,889	2,264,259	235,630	
Total B. & O. Lines.	591,564	556,616	34,948		12,881,888	12,963,851		81,963	64,244,352	63,538,768	705,584	
Valley R. R. of Virginia.					25,806	25,266	540		162,250	154,170	8,080	
Ravenswood, Spencer and Glenville Ry.....					1,578		1,578		64,458	65,111		653
Cleveland Terminal and Valley R. R.....	22,440	24,144		1,704	555,235	555,947		712	1,090,484	1,100,789		10,305
Cleveland, Lorain and Wheeling Ry.....	12,259	13,286		1,027	729,729	652,135	77,594		2,792,132	2,516,153	275,979	
Ohio and Little Kanawha R. R.....	180		180		23,091	13,097	9,994		292,637	279,935	12,702	
Total Affiliated Lines.	34,879	37,430		2,551	1,335,439	1,246,445	88,994		4,401,961	4,116,158	285,803	
Grand Total B. & O. System.....	626,443	594,046	32,397		14,217,327	14,210,296	7,031		68,646,313	67,654,926	991,387	

Table 20.

STATEMENT OF NUMBER OF MILES RUN BY LOCOMOTIVES AND COST OF SAME FOR THE FISCAL YEARS ENDED JUNE 30, 1907 AND 1906.

DIVISION	Miles Run.	Repairs.	Wages of Engine-men and Firemen.	Engine-house fuel.	Fuel for Locomotives.	Fuel Stations, Operations.	Water Supply for Locomotives.	Oil, Tallow, Waste and other supplies for Locomotives.	Total.	Cost per Mile in Cents.
New York	52,004	\$37,372 97	\$44,601 56	\$14,570 97	\$74,391 59	\$3,247 37	\$7,286 69	\$3,540 02	\$179,011 47	33.8
Philadelphia	4,392,073	239,134 96	252,778 34	41,016 03	493,142 07	5,444 67	13,569 08	19,606 98	764,362 13	22.5
Baltimore and Annapolis	7,516,012	532,873 25	545,948 28	99,943 66	480,294 84	14,952 64	44,155 20	50,109 19	1,768,277 06	23.5
Cum gratia	8,829,949	623,965 46	719,342 31	434,991 17	842,820 76	22,281 84	24,699 78	73,837 00	2,441,908 02	27.7
Stamford	278,404	31,569 04	19,016 45	4,268 15	17,244 17	991 24	1,330 46	1,983 65	76,394 46	27.4
Monongahela	4,167,037	296,238 61	303,643 58	52,981 59	253,481 93	5,994 92	14,953 50	27,802 86	955,096 90	22.9
Wheeling	2,214,205	157,668 22	185,665 18	33,873 40	153,427 84	1,556 02	14,462 37	16,625 93	559,978 93	25.3
Ohio River	1,812,684	121,889 91	125,139 57	18,318 26	99,503 59	5,326 31	9,667 64	10,697 84	390,543 12	21.5
Cincinnati	5,363,550	377,171 44	474,953 25	72,318 18	431,795 66	6,167 43	49,437 64	44,338 18	1,423,241 75	26.8
Pittsburgh	6,907,373	494,116 67	575,194 98	118,812 42	615,705 71	49,847 82	52,051 22	45,805 70	1,921,501 22	27.8
New Castle	4,134,023	290,884 34	325,165 38	48,345 42	300,443 12	13,309 10	24,891 97	24,612 37	1,027,351 40	24.9
Newark	4,808,744	340,227 34	375,141 16	76,417 42	367,057 37	11,056 56	16,328 70	28,764 31	1,214,962 86	25.3
Columbus	4,923,968	349,192 79	362,533 17	69,291 43	375,123 58	15,707 69	22,167 64	25,805 31	1,219,824 61	24.8
Cincinnati	3,583,338	285,277 16	255,908 47	49,545 19	299,781 17	13,631 52	22,402 27	21,295 23	947,841 01	26.5
Cincinnati	3,344,012	280,043 99	248,485 19	47,175 85	262,849 38	16,253 47	25,932 00	24,217 22	904,927 10	27.1
Indianapolis	2,499,889	196,051 51	163,108 70	37,437 27	199,262 24	6,342 28	14,181 61	18,460 55	634,844 16	25.4
Total B. & O. 1907	64,241,352	\$4,653,638 33	\$4,976,562 57	\$916,336 11	\$4,962,721 99	\$161,720 88	\$324,517 77	\$434,502 34	\$16,430,002 99	25.6
Total B. & O. 1906	63,538,768	4,628,964 88	4,480,097 40	845,187 25	4,318,202 28	164,261 26	299,279 78	423,808 57	15,159,801 42	23.9
Increase	702,584	\$24,673 45	\$496,465 17	\$71,148 86	\$644,522 71	.....	\$25,237 99	\$40,693 77	\$1,270,201 57	1.7
Decrease	.....	.....	.....	.....	.....	\$2,540 38	.....	.....	.....	.....
Valley R. R. of Va.	162,250	\$211 66	\$10,950 07	\$2,616 15	\$18,216 49	\$948 04	\$890 63	\$668 18	\$34,531 22	21.3
Ravenswood, Spencer and Glenville Ry.	64,158	1,517 90	3,742 95	4,171 39	1,155 25	493 99	503 67	185 53	14,470 59	22.4
Cleveland Terminal and Valley R. R.	1,090,484	87,344 53	84,228 50	18,444 29	63,265 16	2,592 43	6,456 03	7,176 02	269,200 96	24.7
Cleveland, Lorain and Wheeling Ry.	2,792,132	257,825 35	228,395 93	49,860 27	223,609 72	4,307 44	19,059 09	18,107 65	804,165 15	28.7
Ohio and Little Kanawha R. R.	292,637	9,522 98	20,405 65	2,966 67	12,144 35	996 68	1,578 23	790 51	48,402 07	16.5
Total Affiliated Lines, 1907	4,401,961	\$359,449 42	\$347,423 40	\$74,755 98	\$321,717 67	\$9,038 28	\$28,487 65	\$26,927 89	\$1,167,769 99	26.5
Total Affiliated Lines, 1906	4,116,158	375,008 65	295,261 40	65,996 21	249,999 96	11,144 49	27,573 61	25,507 04	1,050,191 39	25.5
Increase	285,803	.....	\$52,161 70	\$8,759 71	\$72,047 71	.....	\$911 01	\$1,420 85	\$117,578 60	1.0
Decrease	.....	\$15,589 23	.....	.....	.....	\$2,106 21	.....	.....	.....	.....
Grand Total B. & O. System 1907	68,643,313	\$5,013,057 75	\$5,323,985 67	\$991,092 09	\$5,284,442 66	\$170,759 16	\$353,005 42	\$461,430 23	\$17,597,772 98	25.6
Grand Total B. & O. System 1906	67,654,926	5,003,973 53	4,775,358 80	911,183 49	4,967,902 24	175,405 75	326,853 39	449,345 61	16,209,992 81	24.0
Increase	988,387	\$9,084 22	\$548,626 87	\$79,908 60	\$316,540 42	.....	\$26,152 03	\$12,114 62	\$1,387,780 17	4.6
Decrease	.....	.....	.....	.....	.....	\$1,046 59	.....	.....	.....	.....

Table 21.

STATEMENT OF COST OF REPAIRS TO FREIGHT, SERVICE AND PASSENGER CARS FOR THE FISCAL YEARS  
ENDED JUNE 30, 1907 AND 1906.

DIVISION.	FREIGHT CARS.	SERVICE CARS.	PASSENGER CARS.	TOTAL.
New York.....	\$8,620 60	843 68		\$8,664 28
Philadelphia.....	286,357 43	3,475 03	\$72,324 42	362,156 88
Baltimore (including Washington Branch).....	545,953 26	14,569 98	122,106 12	682,629 36
Cumberland.....	1,383,551 09	13,459 48	110,517 05	1,507,527 62
Shenandoah.....	20,204 38	70 57	9,192 39	29,467 34
Monongah.....	241,582 14	7,804 69	47,434 55	296,821 38
Wheeling.....	494,089 01	4,505 41	22,835 20	221,429 62
Ohio River.....	118,735 04	3,798 79	34,285 58	156,819 41
Connellsville.....	458,142 87	6,868 32	55,268 33	520,279 52
Pittsburgh.....	637,348 56	22,428 92	95,688 87	755,466 35
New Castle.....	564,239 07	13,086 35	37,763 90	615,089 32
Newark.....	514,429 20	43,132 61	60,984 99	588,546 80
Chicago.....	808,110 89	10,174 34	93,222 24	911,507 47
Ohio.....	367,558 94	29,003 11	74,856 80	471,418 85
Indiana.....	250,300 91	5,695 27	67,346 68	323,342 86
Illinois.....	187,386 84	4,335 07	62,501 23	254,223 14
Total B. & O. 1907.....	\$6,586,610 23	\$152,451 62	\$966,328 35	\$7,705,390 20
Total B. & O. 1906.....	5,753,594 65	119,240 83	872,030 51	6,744,865 99
Increase.....	\$833,015 58	\$33,210 79	\$94,297 84	\$960,524 21
Valley Railroad of Virginia.....				
Ravenswood, Spencer & Glenville Railway.....	\$1,076 87		\$1,274 23	\$2,351 10
Cleveland Terminal & Valley Railroad.....	37,763 18	\$1,123 74	12,179 37	51,066 29
Cleveland, Lorain & Wheeling Railway.....	339,103 71	8,643 01	16,526 94	364,273 66
Ohio & Little Kanawha Railroad.....	16,450 12	343 50	4,694 03	21,487 65
Total Affiliated Lines, 1907.....	\$394,393 88	\$10,110 25	\$34,674 57	\$439,178 70
Total Affiliated Lines, 1906.....	331,756 09	9,927 84	33,501 37	375,185 30
Increase.....	\$62,637 79	\$182 41	\$1,173 20	\$63,993 40
Grand Total B. & O. System, 1907.....	\$6,981,004 11	\$162,561 87	\$1,001,002 92	\$8,144,568 90
Grand Total B. & O. System, 1906.....	6,085,350 74	129,168 67	905,531 88	7,120,051 29
Increase.....	\$895,653 37	\$33,393 20	\$95,471 04	\$1,024,517 61



**Table 22.**

STATEMENT SHOWING WORK DONE DURING FISCAL YEAR ENDED JUNE 30, 1907; NUMBER OF MILES OF MAIN TRACK, SECOND MAIN TRACK, THIRD AND FOURTH TRACKS AND SIDINGS LAID; NUMBER OF MILES OF ROAD BALLASTED, YARDS OF MASONRY BUILT, BRIDGES AND CULVERTS REBUILT, AND NUMBER OF FEET OF FENCING AND PLATFORM BUILT.

DIVISIONS.	NEW WORK.					MAINTENANCE WORK.				
	Main Track Laid.	Second Main Track Laid.	Third Main Track Laid.	Fourth Main Track Laid.	Sidings Built.	Road Ballasted.	Masonry Built.	Bridges and Culverts Rebuilt.	Fencing Built.	Platforms Built and Repaired.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Cu. Yds.	No.	Feet.	Sq. Ft.
New York .....						4.47				
Philadelphia .....					8.21	34.85	2,533	13	70,225	19,762
Baltimore (including Washington Branch) .....		6.69			5.12	138.47	7,045	1	3,978	26,388
Cumberland .....			3.51		.76	145.40	3,997	4	910	16,686
Shenandoah .....					.11	4.78	181	4	30,936	1,032
Monongah .....					2.82	228.84	5,973	16	20,456	27,529
Wheeling .....					.20	20.00	1,244	2		21,439
Ohio River .....					.52	30.81	2,100	1	18,480	3,900
Connellsville .....	4.27				8.30	80.20	3,030	7	3,500	22,965
Pittsburgh .....			5.05	6.89	7.67	148.07	13,833	2		26,437
New Castle .....	.72	10.12			9.67	15.24	1,748	2	139,535	5,425
Newark .....			3.00		4.19	70.23	1,661	6	151,662	11,802
Chicago .....					2.91	95.21	523		246,908	30,960
Ohio .....	.02	16.95			12.09	101.62	5,148	12	136,875	21,489
Indiana .....					6.39	14.06	1,370	4	72,178	13,020
Illinois .....					5.98	5.39	3,231	8	128,878	2,957
Total B. & O. ....	5.01	33.76	14.56	6.89	74.94	1,134.64	56,617	82	1,024,521	260,791
Valley R. R. of Virginia .....					.06	4.14	180	2	22,197	
Ravenswood, Spencer & Glenville Ry. ....					.04	4.16				
Cleveland Terminal & Valley R. R. ....					.38	17.39	3,135	7	86,179	7,760
Cleveland, Lorain & Wheeling Ry. ....					1.63	65.00	289	7	59,368	8,441
Ohio & Little Kanawha R. R. ....					.06	22.84	8		29,138	1,063
Total Affiliated Lines. ....					2.17	110.50	3,612	16	196,882	17,264
Grand Total B. & O. System. ....	5.01	33.76	14.56	6.89	77.11	1,245.14	60,229	98	1,221,403	278,055

Table 23.

STATEMENT SHOWING AMOUNT AND COST OF NEW STEEL RAILS, CROSS TIES, FROGS AND SWITCHES.  
ACCOUNT OF MAINTENANCE FOR THE FISCAL YEAR ENDED JUNE 30, 1907.

DIVISIONS.	NEW STEEL RAILS.		NEW CROSS TIES.		FROGS AND SWITCHES.
	Tons.	Value.	Number.	Value.	Value.
New York.....	850.00	\$25,075 00	3,413	\$2,559 75	\$2,175 25
Philadelphia.....	4,176.40	116,826 43	81,833	54,137 23	12,153 20
Baltimore (including Washington Branch).....	12,312.73	338,324 93	219,168	139,893 20	46,619 36
Cumberland.....	10,632.56	297,115 24	223,133	126,411 15	27,796 18
Shenandoah.....			18,923	8,313 80	342 73
Monongah.....	7,079.24	197,500 84	153,054	71,132 25	22,609 35
Wheeling.....	3,673.95	102,649 90	55,969	32,971 78	14,420 82
Ohio River.....	10.44	316 92	118,247	63,080 25	3,496 95
Connellsville.....	5,967.05	166,974 29	153,123	84,083 69	18,013 55
Pittsburgh.....	8,245.39	230,204 03	156,310	93,720 57	26,682 15
New Castle.....	1,422.79	39,843 62	54,117	30,347 62	26,552 83
Newark.....	6,576.88	183,470 48	113,270	69,529 59	22,741 57
Chicago.....	8,353.66	233,058 81	103,671	54,736 64	21,105 55
Ohio.....	1,317.50	36,822 75	118,257	64,188 34	9,276 65
Indiana.....	3,876.63	108,545 64	96,277	52,249 81	17,079 33
Illinois.....	67.06	1,901 08	107,825	48,392 90	5,797 22
Total B. & O.....	74,562.28	\$2,078,629 96	1,776,590	\$995,748 57	\$276,862 69
Valley R. R. of Virginia.....			18,297	8,089 93	57 27
Ravenswood, Spencer & Glenville Ry.....			11,930	5,216 11	95 35
Cleveland Terminal & Valley R. R.....	440.71	12,338 62	46,048	26,000 66	7,153 02
Cleveland, Lorain & Wheeling Ry.....	2,303.30	64,312 56	77,914	47,904 69	13,946 88
Ohio & Little Kanawha R. R.....			11,602	7,011 33	61 40
Total Affiliated Lines.....	2,744.01	\$76,651 18	165,791	\$94,222 72	\$21,313 92
Grand Total B. & O. System.....	77,306.29	\$2,155,281 14	1,942,381	\$1,089,971 29	\$298,176 61

Table 24.

CAR MILEAGE FOR THE FISCAL YEARS ENDED JUNE 30, 1907 AND 1906.

DIVISION	Passenger.	Loaded Freight.	Empty Freight.	Caboose.	Total.
New York.....		669,382	312,704		982,086
Philadelphia.....	5,664,506	22,713,114	8,598,480	1,357,774	38,333,874
Richmond (including Washington Branch).....	9,557,950	38,122,564	22,291,650	2,021,583	71,993,747
Cincinnati.....	8,655,596	96,357,288	55,956,273	4,790,179	165,759,336
St. Louis.....	413,517	1,344,907	361,520	53,256	2,176,200
Memphis.....	3,715,636	18,654,109	7,614,618	1,446,516	31,430,879
Wilmington.....	1,781,242	13,985,241	7,126,976	912,849	23,809,308
Other Cities.....	2,698,433	9,839,644	2,786,447	670,188	15,994,712
Cincinnati.....	4,343,280	35,162,047	15,126,615	1,877,993	56,509,935
Pittsburgh.....	7,510,587	49,457,541	20,450,424	2,515,023	79,933,575
New Castle.....	2,951,875	46,323,372	16,334,078	1,879,469	67,488,794
Newark.....	4,780,184	37,912,929	18,159,207	2,162,849	63,015,169
Chicago.....	7,253,269	63,312,834	26,590,630	2,418,699	99,575,432
Ohio.....	5,858,213	30,482,731	10,169,321	1,798,499	48,308,764
Indiana.....	5,278,869	21,582,237	6,084,726	1,004,880	33,950,712
Illinois.....	4,908,367	15,313,211	5,244,640	839,819	26,306,037
Total B. & O. 1907.....	75,371,524	501,233,151	223,211,309	25,749,576	825,568,560
" " 1906.....	74,400,921	479,708,264	232,663,036	25,095,840	811,868,061
Increase.....	970,603	21,524,887		653,736	13,700,499
Decrease.....			9,451,727		
Valley Railroad of Virginia.....	305,347	464,215	90,929	26	860,517
Ravenswood, Spencer & Glenville Ry.....	100,576	85,328	27,082	11,984	224,970
Cleveland Terminal & Valley R. R.....	954,822	2,880,775	1,130,573	178,990	5,145,160
Cleveland, Lorain & Wheeling Ry.....	1,296,922	25,512,951	13,252,466	1,191,656	41,553,995
Ohio & Little Kanawha R. R.....	370,867	1,421,899	314,077	119,963	2,226,806
Total Affiliated Lines, 1907.....	3,028,534	30,365,168	11,815,127	1,802,619	50,011,448
" " " 1906.....	3,026,597	26,996,197	13,541,321	1,623,297	45,190,412
Increase.....	1,937	3,368,971	1,270,806	179,322	4,821,036
Decrease.....					
Grand Total B. & O. System, 1907.....	78,400,058	531,598,319	235,026,436	27,552,195	875,580,008
" " " 1906.....	77,427,548	506,704,461	246,207,357	26,719,137	857,058,413
Increase.....	972,510	24,893,858		833,058	18,521,535
Decrease.....			8,180,921		



Table 25.

## STATEMENT OF FREIGHT AND PASSENGER CAR MILEAGE ON BALTIMORE AND OHIO SYSTEM FOR THE FISCAL YEARS ENDED JUNE 30, 1907 AND 1906.

	1907.	1906.
Total home and foreign freight car mileage on B. & O. lines.....	797,176,950	779,630,955
Loaded freight car mileage.....	531,598,319	506,704,461
Percentage of freight car mileage made by loaded cars.....	66.69	64.99
Total home and foreign passenger car mileage on B. & O. lines.....	78,403,058	77,427,518
Mileage of foreign passenger cars on B. & O. lines.....	14,389,168	14,641,381
Percentage of passenger car mileage made by foreign cars.....	18.35	18.91
Mileage of home passenger cars on B. & O. lines.....	64,013,890	62,786,137
Mileage of home passenger cars on foreign lines.....	3,016,196	2,791,483
Total mileage made by home passenger cars.....	67,030,086	65,577,620

NOTE—The above table covers the entire system, including Affiliated Lines.

Table 26.

## HOME AND FOREIGN PASSENGER EQUIPMENT MILEAGE FOR THE FISCAL YEARS ENDED JUNE 30, 1907 AND 1906.

DIVISION.	Coaches.	Combination.	Pullman.	Postal.	Baggage.	Express.	Total.
New York.....							
Philadelphia.....	2,398,696	529,164	1,218,572	170,180	896,976	450,918	5,664,506
Baltimore (including Washington Branch).....	4,675,025	1,063,468	1,398,310	374,375	1,250,925	795,847	9,557,950
Cumberland.....	3,581,534	243,479	1,842,237	595,710	1,367,606	1,025,030	8,655,596
Shenandoah.....	290,972	34,756	153		84,923	2,713	413,517
Monongah.....	1,811,342	240,110	397,505	216,288	821,586	228,805	3,715,636
Wheeling.....	793,503	30,943	303,515	18,204	527,577	110,500	1,784,242
Ohio River.....	1,581,849	100,122	242,934	960	732,993	39,575	2,698,433
Connellsville.....	2,108,613	190,089	546,505	139,836	891,909	466,328	4,343,280
Pittsburgh.....	4,186,794	283,537	723,174	149,303	1,636,769	531,010	7,510,587
New Castle.....	1,276,766	203,353	426,390		605,397	439,969	2,951,875
Newark.....	2,508,574	80,278	600,215	384,669	917,448	289,000	4,780,184
Chicago.....	2,739,542	672,857	1,247,517	407,828	1,104,820	1,080,705	7,253,269
Ohio.....	2,994,004	140,394	824,994	496,180	1,082,255	320,386	5,858,213
Indiana.....	2,298,393	562,540	1,097,364	390,903	904,268	25,401	5,278,869
Illinois.....	2,355,752	391,734	759,305	387,047	994,988	19,541	4,908,367
Total B. & O. 1907.....	35,601,359	4,766,824	11,628,690	3,731,483	13,820,440	5,825,728	75,374,524
“ “ 1906.....	34,372,296	4,599,106	12,172,469	3,757,307	13,756,134	5,743,609	74,400,921
Increase.....	1,229,063	167,718			64,306	82,119	973,603
Decrease.....			543,779	25,824			
Valley Railroad of Virginia.....	211,595	52			81,200	12,500	305,347
Ravenswood, Spencer & Glenville Railway.....	67,376	16,568			16,401	231	100,576
Cleveland Terminal & Valley R. R.....	606,236	2,513	49,747		287,635	8,691	954,822
Cleveland, Lorain & Wheeling Ry.....	688,641	253,600	22,149		312,325	20,207	1,296,922
Ohio & Little Kanawha R. R.....	200,372	64,112	706		96,193	9,484	370,867
Total Affiliated Lines, 1907.....	1,774,220	336,845	72,602		793,754	51,113	3,028,534
“ “ “ 1906.....	1,643,578	424,427	167,115		755,425	36,052	3,026,597
Increase.....	130,642				38,329	15,061	1,937
Decrease.....		87,582	94,513				
Grand Total B. & O. System, 1907.....	37,375,579	5,103,669	11,701,292	3,731,483	14,614,194	5,876,841	78,403,058
“ “ “ 1906.....	36,015,874	5,023,533	12,339,584	3,757,307	14,511,559	5,779,661	77,427,518
Increase.....	1,359,705	80,136			102,635	97,180	975,540
Decrease.....			638,292	25,824			

Table 27.  
HOME AND FOREIGN FREIGHT EQUIPMENT MILEAGE FOR THE FISCAL YEARS ENDED JUNE 30,  
1907 AND 1906.

CITIES.	EASTWARD.			WESTWARD.			TOTAL.		
	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.	Loaded.	Empty.	Total.
New York	403,844	9,02	404,746	175,538	311,802	487,340	669,382	312,704	982,086
Baltimore	10,830,001	1,195,152	15,026,143	8,882,123	8,761,102	17,643,225	22,713,111	9,956,254	32,669,365
Baltimore to Washington	25,460,614	2,049,725	29,516,329	10,655,960	22,263,508	32,919,468	38,122,564	24,313,233	62,435,797
Cumby Run	75,002,756	3,181,906	78,284,662	21,254,532	57,564,546	78,819,078	96,357,288	60,746,452	157,103,740
Stamardsville	664,262	183,927	848,189	740,645	233,840	974,484	1,344,907	417,776	1,762,683
Maryland	19,800,030	2,951,474	22,751,504	7,848,079	6,109,660	13,957,739	18,654,109	9,061,134	27,715,243
Washington	5,851,879	4,863,890	10,715,769	8,133,362	3,175,935	11,309,297	13,985,241	8,039,825	22,025,066
Ohio River	4,887,025	1,616,220	6,503,245	4,952,619	1,840,415	6,793,034	9,839,644	3,456,635	13,296,279
Cincinnati	22,971,272	2,941,095	25,912,367	12,190,775	14,063,513	26,254,288	35,162,047	17,004,608	52,166,655
Pittsburgh	19,963,453	16,700,778	36,664,231	29,494,088	6,264,669	35,758,757	49,457,541	22,965,447	72,422,988
New Castle	21,061,626	10,360,601	31,422,227	25,261,746	7,852,946	33,114,692	46,323,372	18,213,547	64,536,919
Newark	13,429,420	15,523,540	28,952,960	24,483,509	4,798,516	29,282,025	37,912,929	20,322,056	58,234,985
Columbus	25,177,622	20,003,559	45,181,181	38,135,212	9,005,770	47,140,982	63,312,834	29,009,329	92,322,163
Waco	13,668,802	7,790,865	21,459,667	16,813,929	4,176,955	20,990,884	30,482,731	11,967,820	42,450,551
Indianapolis	10,692,307	3,350,925	14,043,232	10,889,930	3,738,681	14,628,611	21,582,237	7,089,606	28,671,843
St. Louis	6,905,192	3,392,372	10,297,564	8,318,019	2,692,087	11,010,106	15,313,211	6,084,459	21,397,670
Total B. & O. 1907	273,003,085	96,106,931	369,110,016	228,230,065	152,853,954	381,084,020	501,233,151	248,960,885	750,194,036
Total B. & O. 1906	269,834,781	96,990,518	366,845,302	209,853,480	160,768,358	370,621,838	479,708,264	257,758,876	737,467,140
Increase	3,168,304	9,916,413	2,264,714	18,376,585	9,085,666	10,462,182	21,524,887	90,202,009	12,726,896
Decrease		883,587			7,914,404			8,797,991	
Valley Railroad of Va.	221,012	34,851	255,863	243,203	56,104	299,307	461,215	90,955	555,170
Raycuswood, Spencer and Glennville Ry.	54,771	27,597	82,368	50,557	11,469	62,026	85,328	39,066	124,394
Cleveland Terminal and Valley R. R.	875,592	1,019,087	1,924,679	2,005,183	260,476	2,265,659	2,880,775	1,309,563	4,190,338
Cleveland, Lorain and Wheeling Ry.	6,923,318	13,109,868	20,033,186	18,589,633	1,634,251	20,223,887	25,512,951	14,711,122	40,224,073
Ohio and Little Kanawha R. R.	991,825	213,262	1,205,087	730,071	220,778	950,852	1,421,899	434,040	1,855,939
Total Affiliated Lines, 1907	8,716,518	11,134,665	19,851,183	21,618,650	2,183,081	23,801,731	30,365,168	16,617,746	46,982,914
Total Affiliated Lines, 1906	7,457,288	12,682,966	20,140,254	19,538,909	2,184,652	22,023,561	26,996,197	15,167,618	42,163,815
Increase	1,259,230	1,451,699	3,010,929	2,079,741	998,429	1,778,170	3,368,971	1,450,128	4,819,099
Decrease					301,571				
Grand Total B. & O. System, 1907	281,719,603	107,241,596	392,291,199	249,848,716	155,037,035	404,885,751	531,598,319	265,578,631	797,176,950
Grand Total B. & O. System, 1906	277,312,072	109,673,481	386,985,553	229,392,389	163,253,010	392,645,399	506,704,461	272,926,494	779,630,955
Increase	4,407,531	7,568,115	5,305,646	20,456,327	9,784,025	12,240,352	24,893,858	92,652,137	17,545,995
Decrease					8,215,975			7,317,863	

Table 28.

NAMES OF ROADS AND OPERATING DIVISIONS, AND MILEAGE OF EACH, INCLUDED IN THE BALTIMORE AND OHIO SYSTEM, YEAR ENDED JUNE 30, 1907.

NAME.	FROM	TO	1st Track.	2d, 3d and 4th Tracks.	Sidings.	Total.
<b>NEW YORK DIVISION.</b>						
Baltimore & New York Railway.....	Arthur Kill Bridge, N. J....	Cranford Junction, N. J....	5.38	.....	8.19	13.57
26th Street Yard, New York.....	.....	.....	.....	.....	0.79	0.79
Total New York Division.....	.....	.....	5.38	.....	8.98	14.36
<b>MAIN LINE SYSTEM.</b>						
<b>PHILADELPHIA DIVISION.</b>						
Schuylkill River E. S. R. R.....	Park Junction, Phila., Pa....	Eastwick, Phila., Pa.....	3.80	3.80	11.06	18.66
Stock Yard Branch.....	Stock Yard Jct., Phila., Pa....	Stock Yards, Phila., Pa....	0.50	.....	.....	0.50
Delaware Branch.....	East Side, Phila., Pa.....	Reed Street, Phila., Pa....	5.40	.....	22.98	28.38
Point Breeze Branch.....	Jackson Street, Phila., Pa....	Point Breeze, Phila., Pa....	0.27	.....	.....	0.27
Oregon Avenue Extension.....	Swanson Street, Phila., Pa....	Salt Works, Phila., Pa....	0.50	.....	0.10	0.60
Snyder Avenue Branch.....	Moore Street, Phila., Pa....	Jackson Street, Phila., Pa....	1.40	.....	8.53	9.93
Baltimore & Philadelphia R. R.....	Eastwick, Phila., Pa.....	Md. & Del. State Line.....	37.07	40.63	18.84	96.54
Crum Creek Branch.....	Avondale, Pa.....	Leipers, Pa.....	2.40	.....	.....	2.40
Market Street Branch.....	Elsmere Junction, Del.....	Market St., Wilmington, Del.	3.02	.....	2.70	5.72
South Wilmington Branch.....	West Yard, Wilmington, Del.	{ Commerce St., Wilming- ton, Del. ....	2.80	.....	2.13	4.93
Landenberg Branch.....	West Junction, Del.....	Landenberg, Pa.....	14.30	.....	2.11	16.41
Philadelphia Branch.....	Md. & Del. State Line.....	E. End Bay View Yard, Md.	49.55	48.21	22.32	120.08
Lancaster, Cecil and Southern R. R.....	Childs, Md.....	Providence Mills, Md.....	4.00	.....	0.67	4.67
Total Philadelphia Division.....	.....	.....	125.01	92.64	91.44	309.09
<b>BALTIMORE DIVISION.</b>						
Sparrows Point Branch.....	Sparrows Pt. Jct., Md.....	Colgate Creek, Md.....	1.65	.....	0.32	1.97
Highlandtown Branch.....	Highlandtown Junct., Md.	{ Eastern Ave., Highland- town, Md. ....	0.54	.....	0.98	1.52
Canton Branch.....	Bay View Junct., Md.....	Canton, Md.....	2.50	.....	3.61	6.11
Baltimore Belt R. R.....	E. End Bay View Yard, Md.	Hamburg St., Balto., Md..	7.70	9.90	3.49	21.09
Main Line.....	{ Baltimore, Md., Camden Station .....	Brunswick, Md.....	73.00	94.53	58.88	226.41
Locust Point Branch.....	Bailey's, Baltimore, Md....	Locust Point, Balto., Md..	2.60	2.60	18.88	24.08
Mt. Clare Branch.....	{ Aliceanna St., Balto., Md. { Mt. Clare Junction.....	West Baltimore, Md.....	5.70	2.90	23.87	32.47
South Baltimore Branch.....	Carroll, Baltimore, Md....	Clifford, Md.....	2.00	.....	0.49	2.49
Curtis Bay Branch.....	Curtis Bay Junction, Md....	Curtis Bay Coal Pier, Md..	5.46	.....	20.86	26.32
Sea Wall Branch.....	Crisp's, Md.....	Wagner's Point, Md.....	2.33	.....	0.21	2.54
Washington Branch.....	Relay, Md.....	Washington Station, D. C..	31.00	31.00	14.79	76.79
Patuxent Branch.....	Savage, Md.....	Guilford, Md.....	4.11	.....	0.81	4.92
Alexandria Branch.....	Alexandria Junct., Md....	Shepherd, D. C.....	12.50	.....	5.26	17.76
Bay Ridge & Annapolis R. R.....	Short Line Junct., Md.....	Bay Ridge, Md.....	4.50	.....	1.26	5.76
Metropolitan Branch.....	Metropolitan Junct., D. C..	Washington Junct., Md....	42.80	28.10	16.49	87.39
Metropolitan Southern R. R.....	Metropolitan So. Jct., Md..	Chevy Chase, Md.....	2.07	.....	0.16	2.23
Frederick Branch.....	Frederick Junct., Md.....	Frederick, Md.....	3.60	.....	2.71	6.31
Washington County R. R.....	Weverton, Md.....	Hagerstown, Md.....	23.92	.....	5.29	29.21
Total Baltimore Division.....	.....	.....	227.98	169.03	178.36	575.37
Less—Line owned but not operated —Bay Ridge & Annapolis R. R. }	Short Line Junction, Md..	Bay Ridge, Md.....	4.50	.....	1.26	5.76
Net Total Baltimore Division.....	.....	.....	223.48	169.03	177.10	569.61
<b>CUMBERLAND DIVISION.</b>						
Main Line.....	Brunswick, Md.....	{ E. End Grafton Yard, W. Va. ....	203.34	304.55	129.77	637.66
Baker Branch.....	Eugle, W. Va.....	Aulls, W. Va.....	4.13	.....	1.46	5.59
Frog Hollow Branch.....	Martinsburg, W. Va.....	{ Standard Lime & Stone Co.'s Quarries, W. Va. }	2.64	.....	.....	2.64
Cherry Run & Potomac Valley R. R..	Cherry Run, W. Va.....	{ Berkeley Station, W. Va. C. V. R. R. ....	13.92	.....	4.49	18.41
Berkeley Springs & Potomac R. R....	Hancock, W. Va.....	Berkeley Springs, W. Va..	5.95	.....	0.73	6.68
South Branch R. R.....	Green Spring, W. Va.....	Romney, W. Va.....	16.10	.....	1.87	17.97
Patterson's Creek & Potomac R. R....	Patterson's Creek, W. Va....	McKenzie, Md.....	6.24	6.24	.....	12.48
Hardman Branch.....	Hardman, W. Va.....	{ Penna. Coal & Coke Co.'s Mines, W. Va. ....	1.40	.....	0.73	2.13
Raccoon Valley Branch.....	Newburg, W. Va.....	Austin Mines, W. Va.....	2.89	.....	0.75	3.64
—Gorman Extension.....	Austin Mines, W. Va.....	Gorman Mines, W. Va....	0.81	.....	.....	0.81
Total Cumberland Division.....	.....	.....	257.42	310.79	139.80	708.01
<b>SHENANDOAH DIVISION.</b>						
Winchester & Potomac R. R.....	Harper's Ferry, W. Va....	Winchester, Va.....	31.43	.....	6.89	38.32
Winchester & Strasburg R. R.....	Winchester, Va.....	Strasburg Junct., Va.....	19.00	.....	2.71	21.71
*Valley Railroad of Virginia.....	Harrisonburg, Va.....	Lexington, Va.....	62.12	.....	8.41	70.53
Total Shenandoah Division.....	.....	.....	112.55	.....	18.01	130.56

\* Lines marked with star do not enter into Income Account of B. & O. Railroad proper.



Table 28—Continued.

NAME OF ROADS AND OPERATING DIVISIONS, AND MILEAGE OF EACH, INCLUDED IN THE BALTIMORE AND OHIO SYSTEM, YEAR ENDED JUNE 30, 1907.

NAME.	FROM	TO	1st Track.	2d, 3d and 4th Tracks.	Sidings.	Total.
MAIN LINE SYSTEM—Continued.						
MONONGAHELI DIVISION.						
Main Line	Grafton, W. Va., East / End of Yard	Fetterman, W. Va. (M. P. 20)	1.77	1.58	10.66	14.01
"	Grafton Junction, W. Va.	Bellevue, W. Va.	2.60	2.60	23.66	28.95
Paw Paw R. R.	Bellevue, W. Va.	Gray's Flat, W. Va.	7.30		3.99	11.29
Parkersburg Branch, R. R.	Grafton, W. Va., (Station)	Parkersburg, W. Va. (Station)	103.13	3.43	64.57	171.13
Parkersburg Branch	Parkersburg, W. Va., / (Station)	Belpre, O., (Marietta Jet.)	1.22			1.22
Monongahela River R. R.	W. Va. & Pitts. Jet., W. Va.	Gaston Junction, W. Va.	30.24		40.68	70.92
West Virginia & Pittsburgh R. R.	Clarksburg, W. Va. (Station)	Richwood, W. Va.	120.99		29.73	150.72
Sutton Branch	Flatwoods, W. Va.	Sutton, W. Va.	5.63		1.02	6.65
Pickens Branch	Mapelahi Junct., W. Va.	Pickens, W. Va.	50.51		7.58	58.09
Grafton & Belington R. R.	Grafton, W. Va. (Station)	Belington, W. Va.	41.47		9.46	50.93
Berryburg Branch	Hackers Junct., W. Va.	Berryburg, W. Va.	4.66		3.88	8.54
Point Pleasant, Buckhannon & Tygart's Valley R. R.	Tygart's Junct., W. Va.	Buckhannon, W. Va.	16.60		0.62	17.22
Burnersville Branch	Lenley Junct., W. Va.	Century, W. Va.	5.09		3.35	8.44
Total Monongaheli Division			391.21	7.70	199.20	598.11
Total Main Line System			1109.67	589.16	625.55	2315.38
WHEELING SYSTEM.						
WHEELING DIVISION.						
Main Line	Fetterman, W. Va.	Gaston Junction, W. Va.	19.80	6.80	8.15	34.75
"	Bellevue, W. Va.	Wheeling, W. Va.	76.40	6.62	55.46	138.48
Benwood Bridge	Benwood Junct., W. Va.	Bellaire, O.	2.01	0.27	0.41	2.69
*Cleveland, Lorain & Wheeling Ry. / River Branch	Bellaire, O., (Central Ave.)	Martins Ferry, O.	6.88	0.56	7.88	15.32
St. Clairsville Branch	St. Clairsville Junct., O.	St. Clairsville, O.	3.33		0.12	3.45
Main Line	Holloway, O.	/ Junction River Branch, / Bridgeport, O.	32.11	21.09	43.38	96.58
Central Ohio R. R.	Bellaire, O., (M. P. 376.43)	Slick's Mines, O.	1.22	1.20	10.32	12.74
Wheeling, Pittsburgh & Baltimore R. R.	Wheeling, W. Va.	Terminal Switch, W. Va.	1.70		1.40	3.10
Total Wheeling Division			143.45	36.54	127.12	307.11
OHIO RIVER DIVISION.						
Ohio River R. R.	Benwood Junct., W. Va.	/ West Bank Guyandotte / River, W. Va.	207.82		45.13	252.95
P. C. C. & St. L. Trackage	Benwood Junct., W. Va.	Wheeling, W. Va.	4.00			4.00
Huntington & Big Sandy R. R.	/ West Bank Guyandotte / River, W. Va.	Kenova, W. Va.	10.92		5.37	16.29
*Ravenswood, Spencer & Glenville Ry.	R. S. & G. Junct., W. Va.	Spencer, W. Va.	32.40		2.15	34.55
Ripley & Mill Creek Valley R. R.	Millwood Junct., W. Va.	Ripley, W. Va.	13.00		0.81	13.81
West Virginia Short Line R. R.	Brooklyn Junct., W. Va.	Short Line Junct., W. Va.	58.00		15.75	73.75
Total Ohio River Division			326.14		69.21	395.35
CLEVELAND DIVISION.						
*Cleveland Terminal & Valley R. R.	/ Cleveland, O., L. S. & / M. S. Junction	Valley Junction, O.	75.47	4.48	80.10	160.05
Newburg Branch	Willow, O.	Newburg, O.	2.96		3.54	6.50
Sandyville & Waynesburg R. R.	Sandyville, O.	Magnolia, O.	5.92		1.10	7.02
Huff Run Branch	Valley Junct., O.	Davis Mine No. 2, O.	4.90		2.63	7.53
Cottage Grove Branch	Krumroy, O.	Cottage Grove, O.	3.17		1.91	5.38
*Cleveland, Lorain & Wheeling Ry.	Cleveland, O., (Literary St.)	Holloway, O.	128.12	27.32	94.34	249.78
Lorain Branch	Lester, O.	Lorain, O.	23.81	4.68	16.20	74.72
Total Cleveland Division			241.68	36.48	229.82	510.98
NEWARK DIVISION.						
Central Ohio R. R.	Slick's Mines, O.	Columbus, O., (11th Ave.)	136.08	40.70	106.08	282.86
B. & O. S. W. R. R. Marietta Branch	Belpre, O.	Marietta, O.	11.09		3.06	14.15
Bellevue & St. Clairsville R. R.	Neff, O.	St. Clairsville, O.	6.53		1.57	8.10
Eastern Ohio R. R.	Lore City, O.	Cumberland, O.	16.92		2.34	19.26
New England Coal Branch	Sayre, O.	Santoy, O.	1.10		2.85	6.95
Zanesville Terminal R. R. / Trackage	West Zanesville, O.	Spangler, O.	2.62			2.62
C. & M. V. R. R. Trackage	Spangler, O.	Crooksville, O.	11.04			11.04
Zanesville & Western R. R. / Trackage	Crooksville, O.	Sayre, O.	6.50			6.50

\* Lines marked with star do not enter into Income Account of B. & O. Railroad proper.

Table 28—Continued.

NAMES OF ROADS AND OPERATING DIVISIONS, AND MILEAGE OF EACH, INCLUDED IN THE BALTIMORE AND OHIO SYSTEM, YEAR ENDED JUNE 30, 1907.

NAME.	FROM	TO	1st Track.	2d, 3d and 4th Tracks.	Sidings.	Total.
WHEELING SYSTEM—continued.						
NEWARK DIVISION—continued.						
*Ohio & Little Kanawha R. R.	Fair Oaks, O.	West Marietta, O.	72.04		13.56	85.60
C. & M. V. Trackage	Zanesville, O.	Fair Oaks, O.	1.60			1.60
B. & O. S. W. Trackage	W. Marietta, O.	Marietta, O.	0.62			0.62
Ohio Midland R. R.	Newark, O.	Shawnee, O.	43.86		10.10	53.96
Rock Run Branch	Rock Run Junct., O.	C. & H. C. & I. Co.'s Mines, O.	2.84		2.52	5.36
Sandusky, Mansfield & Newark R. R.	Newark, O.	Sandusky, O.	116.25	4.63	65.54	186.42
Total Newark Division			432.05	45.33	207.62	685.00
TOTAL WHEELING SYSTEM			1146.32	118.35	633.77	1898.44
PITTSBURGH SYSTEM.						
CONNELLSVILLE DIVISION.						
Pittsburgh & Connelville R. R.	Mt. Savage Junct., Md.	Connellsville, Pa.	89.20	91.68	70.48	251.36
C. & P. Trackage	Viaduct Junct., Md.	Mt. Savage, Junct., Md.	3.13	5.92	3.41	12.46
Salisbury R. R.	Salisbury Junct., Pa.	Niverton, Pa.	12.57		6.92	19.49
Grassy Run Extension	Grassy Run Junct., Pa.	Merchant's No. 1 Mine, Pa.	2.50		2.53	5.03
Hocking Extension	Hocking Junct., Pa.	Cum. Coal & Mining Co., Pa.	1.10		0.27	1.37
Berlin R. R.	Garrett, Pa.	Berlin, Pa.	8.00		3.94	11.94
Niver Coal Fields Line	Niver River Junct., Pa.	Niver Coal Mines No. 1, / Donaldton, Pa.	3.92			3.92
Somerset & Cambria R. R.	Rockwood, Pa.	Johnstown, Pa.	45.10		24.82	69.92
Quemahoning Branch	Quemahoning Junct., Pa.	Somerset Coal Co. Mines / No. 3, Pa.	16.56		1.84	18.40
Jerome Branch	Jerome Junct., Pa.	Jerome, Pa.	3.98		1.27	5.25
Whites Creek Branch	Whites Creek Junct., Pa.	Unamis, Pa.	8.30		1.42	9.72
Confluence & Oakland R. R.	C. & O. Junct., Pa.	Kendall, Md.	19.70		2.81	22.51
Ohio & Balto. Short Line R. R. { E. Div.	Greene Junct., Pa.	Elm Siding, Pa.	7.18		3.27	10.45
Fayette County R. R.	Greene Junct., Pa.	Uniontown, Pa.	10.70		8.92	19.62
Fairmont, Morgantown & Pitts. R. R.	Uniontown, Pa.	F. M. & P. Junct., W. Va.	55.33		26.24	81.57
Red Stone Branch	Moore's Junct., Pa.	Moore's, Pa.	1.00			1.00
Smithfield & Masontown R. R.	S. & M. Junct., Pa.	Leckrone, Pa., (.39 miles / east of station).	7.91		1.39	9.30
York Run Branch	York Run Junct., Pa.	H. C. Frick Coke Co., / Mines, Pa.	1.27		0.53	1.80
Hickman Run Branch	Hickman Run Junct., Pa.	Cora Mines, Pa.	2.08		1.39	3.47
Mt. Pleasant & Broadford R. R.	Broadford, Pa.	Mt. Pleasant, Pa.	9.70		4.95	14.65
Uniontown & Lick Run R. R.	Lick Run Junct., Pa.	H. C. Frick Coke Co., Pa.	0.35		0.02	0.37
Total Connelville Division			309.58	97.60	166.42	573.60
PITTSBURGH DIVISION.						
Pittsburgh & Connelville R. R.	Connellsville, Pa.	Pittsburgh, Pa.	57.30	72.86	67.57	197.73
Youghiogheny R. R. Trackage	Youghiogheny Junct., Pa.	Edna Junct., Pa.	9.80			9.80
Adamsburg Branch	Edna Junct., Pa.	Edna, Pa.	1.80		2.43	4.23
Brinton Branch	Bessemer Pa.	Brinton, Pa.	0.55		1.01	1.56
Glenwood R. R.	Marion Junct., Pa.	Wheeling Junct., Pa.	1.48	1.48	18.22	21.18
Wheeling, Pittsburgh & Balto. R. R.	Wheeling Junct., Pa.	Terminal Switch, W. Va.	60.71	4.51	24.66	89.88
Riverside Branch	Riverside, Pa.	West Homestead, Pa.	0.80		0.39	1.19
Tylersdale Connecting R. R.	West Washington, Pa.	Tylersdale, Pa.	1.32		0.56	1.88
Pittsburgh Junction R. R.	Lanahlin Junct., Pa.	Willow Grove, Pa.	4.35	4.35	10.15	18.85
River Branch	36th Street, Pittsburgh, Pa.	9th Street, Pittsburgh, Pa.	2.10		2.89	4.99
Allegheny Valley R. R. Trackage	16th Street, Pittsburgh, Pa.	20th Street, Pittsburgh, Pa.	0.24			0.24
Pittsburgh & Western R. R.	Spruce Street, Allegheny, Pa.	Bennett, Pa.	6.20	1.61	25.44	33.25
West Penn R. R. Trackage	Bennett, Pa.	Pine Creek, Pa.	1.05	1.05		2.10
Pittsburgh & Western R. R.	Pine Creek, Pa.	East End New Castle / Junct. Yard, Pa.	48.80	48.33	22.00	119.13
" " "	Callery, Pa.	Foxburg, Pa.	43.67	1.47	9.54	54.68
Pittsburgh & Western R. R. (Narrow Gauge)	Foxburg, Pa.	Mt. Jewett, Pa.	92.82		7.35	100.17
" " "	Kane Junct., Pa.	Kane, Pa.	0.35		1.06	1.41
Clarion Branch	Clarion Junct., Pa.	West Clarion, Pa.	6.52		0.39	6.91
Ribold Cut-off	Ribold Junct., Pa.	Harmony Junct., Pa.	8.08		0.67	8.75
Duck Run Branch	Frisco, Pa.	Crowthers, Pa.	5.80			5.80
Pittsburgh & Northern (Narrow Gauge)	Bennett, Pa.	Brookville, Pa.	3.30			3.30
Total Pittsburgh Division			357.04	135.66	194.33	687.03
Less—Lines owned but not operated—						
Pittsburgh & Western R. R. (Narrow Gauge)	Kane Junct., Pa.	Mt. Jewett, Pa.	11.12			11.12
Clarion Branch	Clarion Junct., Pa.	West Clarion, Pa.	6.52		0.39	6.91
			17.64		0.39	18.03
Net Total Pittsburgh Division			339.40	135.66	193.94	669.00

\* Lines marked with star do not enter into Income Account of B. & O. Railroad proper.

Table 28—Continued.

NAMES OF ROADS AND OPERATING DIVISIONS, AND MILEAGE OF EACH, INCLUDED IN THE BALTIMORE AND OHIO SYSTEM, YEAR ENDED JUNE 30, 1907.

NAME.	FROM	TO	1st Track.	2d, 3d and 4th Tracks.	Sidings.	Total.
PITTSBURGH SYSTEM—continued.						
NEW CASTLE DIVISION.						
Pittsburgh & Western R. R.	New Castle Junct., Pa., (East End of Yard, Pa.)	New Castle Junct., Pa., (West End of Yard, Pa.)	1.99	1.99	29.83	33.81
" " "	New Castle Junct., Pa., (West End of Yard, Pa.)	Division St., New Castle, Pa.	2.28		4.79	7.07
Penna. Co. Trackage, New Castle Branch	Division Street, New Castle, Pa.	Union Station, New Castle, Pa.	0.64			0.64
Pittsburgh, Cleveland & Toledo R. R.	New Castle Junct., Pa.	Lowery Junct., O.	57.16	24.40	37.28	118.84
" " " "	Cuyahoga Falls, O.	Akron, O., (P. & W. Jet)	2.98	2.98	4.12	10.08
" " " "	Girard, O.	Conn. with Trumbull & Mahoning R. R.	0.93			0.93
Pittsburgh, Painesville & Fairport Ry.	DeForest Junct., O.	Fairport, O.	58.00		42.09	95.09
Trumbull & Mahoning R. R.	Haselton, O.	Girard, O.	8.33	8.33	23.67	40.33
Mahoning Valley Western Ry.	Girard, O.	Cuyahoga Falls, O.	42.80	42.80	16.39	101.99
" " " "	Newton Falls, O.	Conn. with Pittsburgh, Cleve'd & Toledo R. R.	0.42			0.42
Akron & Chicago Junction R. R.	Akron, O., P. & W. Junct.	Chicago Junction, O.	76.19	47.45	20.53	144.17
Loop Line	Akron, O., P. & W. Junct.	Conn. C. T. & V., Akron, O.	0.53		0.09	0.62
Cleveland, Wooster & Muskingum Valley R. R.	Lodi, O.	Millersburg, O.	36.28		3.45	39.73
Total New Castle Division			283.53	127.95	182.24	593.72
TOTAL PITTSBURGH SYSTEM			932.51	361.21	542.60	1836.32
CHICAGO DIVISION.						
Baltimore & Ohio & Chicago R. R.	Chicago Junction, O.	Brookdale, Ill.	262.70	150.51	190.91	604.12
" " " "	Rock Island Junction, Ill.	Conn. C., R. I. & P., Chicago Ill.	0.08			0.08
C., R. I. & P. Trackage	Conn. C., R. I. & P., Chicago, Ill.	Brainerd Jct., Chicago, Ill.	6.27	6.27		12.54
B. & O. Connecting R. R.	Brainerd Jct., Chicago, Ill.	Forest Hill, Chicago, Ill.	2.22	2.22	0.22	4.66
Chicago Terminal Transfer R. R. Trackage	Forest Hill, Chicago, Ill.	Grand Central Station, Chicago, Ill.	11.20	11.20		22.40
Total Chicago Division			282.47	170.20	191.13	643.80
B. & O. SOUTHWESTERN SYSTEM.						
OHIO DIVISION.						
B. & O. Southwestern R. R.	Belpre, O.	Oakley, O. (Mile Post, 11½)	182.09	21.64	88.03	291.76
Carbondale Branch	Mineral, O.	Carbondale, O.	5.82		2.34	8.16
Portsmouth Branch	Hamden, O.	Portsmouth, O.	55.43		34.94	90.37
Hillsboro Branch	Blanchester, O.	Hillsboro, O.	21.43		3.14	24.57
Columbus & Cincinnati Midland R. R.	Midland City, O.	C., C., C. & St. L. Junct., Columbus, O.	69.80		14.94	84.74
C., C., C. & St. L. Trackage	C., C., C. & St. L. Junct., Columbus, O.	Columbus, O., Union Station	1.40			1.40
Total Ohio Division			335.97	21.64	143.39	501.00
INDIANA DIVISION.						
B. & O. Southwestern R. R.	Oakley, O., (M. P. 11½)	Cincinnati, O., Transfer Depot	10.81	15.52	43.21	69.57
C., C., C. & St. L. Trackage	Transfer Depot, Cincinnati, O.	Union Depot, Cincinnati, O.	1.20	1.32		2.52
B. & O. Southwestern R. R.	Cincinnati, O., Front St.	Washington, Ind.	168.34	15.40	89.04	272.78
Louisville Branch	North Vernon, Ind.	Jeffersonville, Ind.	53.45		10.69	64.14
New Albany Branch	Watson, Ind.	New Albany, Ind.	7.50		1.70	9.20
Kentucky & Indiana Bridge & Railroad Co. Trackage	New Albany, Ind.	Louisville, Ky., (7th St.)	3.53	2.40		5.93
Louisville & Youngtown Yards	14th Street, Louisville, Ky.				1.73	1.73
Bedford Branch	Rivervale, Ind.	Bedford, Ind.	10.22		3.59	13.81
Total Indiana Division			255.05	31.64	149.99	436.68
ILLINOIS DIVISION.						
B. & O. Southwestern R. R.	Washington, Ind.	Relay Station, East St. Louis, Ill.	166.61	3.36	94.73	264.70
Springfield Division	Beardstown, Ill.	Shawneetown, Ill.	228.12		17.05	275.17
Total Illinois Division			394.73	3.36	111.78	539.87
TOTAL B. & O. S. W. SYSTEM			985.75	59.61	435.16	1480.55

\* Lines marked with star do not enter into Income Account of B. & O. Railroad proper.



Table 28—Continued.

NAMES OF ROADS AND OPERATING DIVISIONS, AND MILEAGE OF EACH, INCLUDED IN THE BALTIMORE AND OHIO SYSTEM, YEAR ENDED JUNE 30, 1907.

## SUMMARY.

GRAND DIVISIONS.	1st Track.	2d, 3d, and 4th Tracks.	Sidings.	Total.
New York Division .....	5.38	.....	8.98	14.36
Main Line System.....	1,109.67	580.16	625.55	2,315.38
Wheeling System .....	1,146.32	118.35	633.77	1,898.44
Pittsburgh System .....	932.51	361.21	542.60	1,836.32
Chicago Division.....	282.47	170.20	191.13	643.80
B. & O. Southwestern System.....	985.75	59.64	435.16	1,480.55
Grand Total for Entire B. & O. System.....	4,462.10	1,289.56	2,437.19	8,188.85
Mileage of Roads included in above, the operating results of which do not enter into the B. & O. Income Account for the year ended June 30, 1907.				
Valley Railroad of Virginia.....	62.12	.....	8.41	70.53
Ravenswood, Spencer & Glenville Railway.....	32.40	.....	2.15	34.55
Cleveland Terminal & Valley Railroad.....	92.72	4.48	89.28	186.48
Cleveland, Lorain & Wheeling Railway.....	194.28	53.65	191.92	439.85
Ohio & Little Kanawha Railroad.....	74.26	.....	13.56	87.82
Total.....	455.78	58.13	305.32	819.23
Mileage of Lines entering into B. & O. Railroad Income Account, 1907..	4,006.32	1,231.43	2,131.87	7,369.62

# INDEX.

	PAGE		PAGE
ACCUED TAXES AND GROUND RENTS.	8	BALTIMORE AND OHIO RAILROAD—Continued.	
AFFILIATED LINES.		Locomotives, cost of performance of.	58
Car mileage statistics.	62, 63, 64	Old securities not deposited under reorganization plan.	22
Car repairs.	59	Operating results.	5
Earnings and expenses per mile of road.	48	Rails, ties, switches, cost of new.	61
Equipment, engines and cars.	54, 55, 56	Road mileage.	65-69
Freight and passenger movement.	46	Stocks owned.	23, 24
Lines included as.	6	Track laid, ballasted, etc.	60
Locomotive mileage.	57	BALTIMORE AND OHIO EQUIPMENT CO.	
Locomotives, cost of performance of.	58	Equipment furnished by.	14, 52
Operating results.	6	BATCHELDER, F. C.	
Rails, ties and switches, cost of new.	61	Appointed General Superintendent.	16
Road mileage.	69	BEDFORD AND WESTERN RAILROAD.	
Track laid, ballasted, etc.	60	Construction expenditures.	27
AKRON AND CHICAGO JUNCTION RAILROAD.		BELLAIRE AND ST. CLAIREVILLE RAILROAD.	
Construction expenditures.	32	Construction expenditures.	33
Improvement expenditures.	37	BENT, C. C. F.	
ALLEGHENY AND WESTMORELAND RAILROAD.		Appointed General Manager, B. & O. S. W. R. R.	16
Construction expenditures.	30	BONDS OWNED.	24
ASSETS.	20	BONDS NOT DEPOSITED UNDER REORGANIZATION PLAN.	22
BALTIMORE BELT RAILROAD.		CAPITAL STOCK.	
Construction expenditures.	25	Issue.	8, 21
Improvement expenditures.	36	CAR MILEAGE STATISTICS.	62, 63, 64
BALTIMORE AND PHILADELPHIA RAILROAD.		CAR REPAIRS.	59
Construction expenditures.	25	CAR TRUSTS.	
Improvement expenditures.	36	Interest on.	19
BALTIMORE AND OHIO AND CHICAGO RAILROAD.		CENTRAL OHIO RAILROAD.	
Construction expenditures.	34	Construction expenditures.	33
Improvement expenditures.	38	Improvement expenditures.	38
BALTIMORE AND OHIO SOUTHWESTERN RAILROAD.		Interest on first mortgage bonds.	18
Construction expenditures.	34, 35	CHEAT HAVEN RAILROAD OF WEST VIRGINIA.	
Equipment, engines and cars.	44, 53	Construction expenditures.	30
Improvement expenditures.	38	CHEAT RIVER RAILROAD.	
BALTIMORE AND NEW YORK RAILWAY.		Construction expenditures.	30
Construction expenditures.	25	CHERRY RUN AND POTOMAC VALLEY RAILROAD.	
Interest on first mortgage bonds.	18	Construction expenditures.	27
BALTIMORE AND OHIO RAILROAD.		CHESAPEAKE AND OHIO CANAL TRUSTEES.	
Bonds owned.	24	Settlement with.	8
Car mileage statistics.	62, 63, 64	CHICAGO TERMINAL TRANSFER RAILROAD.	9
Car repairs.	59	CLEVELAND TERMINAL AND VALLEY RAILROAD.	
Commodities carried.	49	Construction expenditures.	33
Construction expenditures.	25-35	Improvement expenditures.	38
Earnings and expenses per mile of road.	48	Operating results.	6
Equipment in service, engines, cars and marine.	50-56		
Freight and passenger movement.	46		
Freight and passenger traffic statistics, averages, etc.	47		
General balance sheet.	20, 21		
General income account.	7		
Improvements charged to income.	10, 36-38		
Interest charges, taxes, rents, etc.	48, 49		
Locomotive mileage.	57		

	PAGE		PAGE
CLEVELAND, LORAIN AND WHEELING RAILWAY.		FIRST MORTGAGE 4 PER CENT. BONDS.	
Construction expenditures.....	28, 33	Interest on.....	18
Improvement expenditures.....	37, 38		
Operating results.....	6	FIXED CHARGES.	
Settlement with.....	8	Table of.....	18
CLEVELAND, WOOSTER & MUSKINGUM VALLEY RAILROAD.			
Improvement expenditures.....	38	FOUR PER CENT. 10-YEAR GOLD CONVERTIBLE DEBENTURES.	
		Interest on.....	18
COLUMBUS AND CINCINNATI MIDLAND RAILROAD.			
Construction expenditures.....	35	FREIGHT TRAFFIC STATISTICS.	
Improvement expenditures.....	38	Commodities carried.....	49
		Miscellaneous statistics, averages, etc.....	47
COMMODITIES CARRIED.....	49	Tonnage movement.....	46
CONFLUENCE AND OAKLAND RAILROAD.			
Construction expenditures.....	30	FUNDED DEBT.....	21
CONNELLVILLE, UNIONTOWN AND WHEELING R. R.			
Construction expenditures.....	30	GALLOWAY, C. W.	
		Appointed Superintendent Transportation.....	16
CONSTANS, O. C.		GENERAL BALANCE SHEET.....	20, 21
Appointed General Freight Agent.....	17	GENERAL INTEREST AND DISCOUNT.....	7
CONSTRUCTION AND BETTERMENTS.			
Analysis of expenditures.....	25-35	GRAFTON AND BELINGTON RAILROAD.	
Distribution of expenditures and general remarks.	9-13	Construction expenditures.....	28
		Improvement expenditures.....	36
COST OF ROAD.		GREEN, DAVID C.	
Increase in.....	8	Resigned as Assistant Secretary.....	17
DIRECTORS.		GREENE, W. M.	
List of.....	3	Resigned as General Manager, B. & O. S. W. R. R.	16
DIVIDENDS.....	7	GROUND RENTS.	
DRISCOLL, JOHN J.		Charged to Income.....	19
Appointed Superintendent... ..	17	GLENWOOD RAILROAD.	
EARNINGS.....	5, 6, 7	Construction expenditures.....	31
EASTERN OHIO RAILROAD.			
Construction expenditures.....	33	HUNTINGTON AND BIG SANDY RAILROAD.	
ELLWOOD SHORT LINE RAILROAD.		Construction expenditures.....	29
Interest on first mortgage bonds.....	19	Interest on first mortgage bonds.....	19
EQUIPMENT.		IMPROVEMENTS.	
Additions and reductions during the year.....	13-15	Charged to income.....	10, 36-38
Engines, cars and marine, in service.....	50-56	INCOME ACCOUNT.....	7
EXPENSES.		INSURANCE FUND.	
Operating.....	5, 6, 7	Operations of.....	15, 39
Operating in detail.....	44, 45	INTEREST CHARGES, TAXES, RENTS, ETC.....	18, 19
FAIRMONT, MORGANTOWN AND PITTSBURGH RAILROAD.		INTERSTATE COMMERCE COMMISSION.....	16
Construction expenditures.....	30	LANCASTER, CECIL AND SOUTHERN RAILROAD.	
Improvement expenditures.....	37	Construction expenditures.....	25
FAYETTE COUNTY RAILROAD.		LANDENBERG BRANCH.	
Construction expenditures.....	30	Improvement expenditures.....	36
Improvement expenditures.....	37	LANE, E. G.	
		Appointed Engineer Maintenance of Way.....	17
		LEGISLATION—STATE AND FEDERAL.....	16
		LIABILITIES.....	21



	PAGE		PAGE
IRON OF 1853 MORTGAGE.		PAW PAW RAILROAD.	
Interest on.....	18	Construction expenditures.....	28
LOCOMOTIVES.		PENSION FEATURE—RELIEF DEPARTMENT.....	42
Mileage of.....	57	PHILADELPHIA BRANCH.	
Performance, cost of.....	58	Construction expenditures.....	25
MCCREA, JAS.		Improvement expenditures.....	36
Resigned as Director.....	17	PITTSBURGH AND CONNELLSVILLE RAILROAD.	
MAHONING VALLEY WESTERN RAILROAD.		Construction expenditures.....	29, 31
Construction expenditures.....	32	Improvement expenditures.....	37
Transfer to cost of road.....	8	Interest on first mortgage bonds.....	18
METROPOLITAN BRANCH.		PITTSBURGH, CLEVELAND AND TOLEDO RAILROAD.	
Construction expenditures.....	26	Construction expenditures.....	32
MILEAGE OF ROAD.....	65-69	Interest on first mortgage bonds.....	19
MONONGAHELA RIVER RAILROAD.		PITTSBURGH JUNCTION RAILROAD.	
Car trust interest.....	19	Construction expenditures.....	31
Construction expenditures.....	28	Improvement expenditures.....	37
Improvement expenditures.....	37	Interest on first and second mortgage bonds.....	19
Interest on first mortgage bonds.....	19	PITTSBURGH JUNCTION AND MIDDLE DIVISION MORTGAGE.	
MORAN, C. H.		Interest on first mortgage 3½ per cent. bonds...	18
Appointed Assistant Real Estate Agent.....	17	PITTSBURGH JUNCTION TERMINAL COMPANY.	
MOUNT PLEASANT AND BROADFORD RAILROAD.		Interest on first mortgage bonds.....	19
Construction expenditures.....	30	PITTSBURGH, LAKE ERIE AND WEST VIRGINIA SYSTEM	
NEW YORK DIV. & TERMINAL FIRST MORTGAGE BONDS.		MORTGAGE.	
Interest.....	18	Interest on 4 per cent. refunding bonds.....	18
OFFICERS OF THE BALTIMORE AND OHIO RAILROAD...	4	PITTSBURGH, NEW CASTLE AND LAKE ERIE RAILROAD.	
OHIO AND BALTIMORE SHORT LINE.		Interest on first mortgage bonds.....	19
Construction expenditures.....	30	PITTSBURGH, PAINESVILLE AND FAIRPORT RAILWAY.	
Improvement expenditures.....	37	Construction expenditures.....	32
OHIO AND LITTLE KANAWHA RAILROAD.		Improvement expenditures.....	37
Construction expenditures.....	34	PITTSBURGH AND WESTERN RAILROAD.	
Operating results.....	6	Car trust interest.....	19
OHIO MIDLAND RAILROAD.		Construction expenditures.....	31, 32
Improvement expenditures.....	38	Improvement expenditures.....	37
OHIO RIVER RAILROAD.		Interest on first mortgage bonds.....	19
Construction expenditures.....	29	POINT PLEASANT, BUCKHANSON AND TYGARTS VALLEY	
Interest on first and general mortgage bonds.....	19	RAILROAD.	
OPERATING EXPENSES.		Construction expenditures.....	28
In detail.....	44, 45	POTOMAC AND ALLEGHENY RAILROAD OF PENNSYLVANIA.	
OPERATING RESULTS.		Construction expenditures.....	27
Affiliated lines ..	6	PRESTON, HERBERT R.	
Baltimore and Ohio Railroad.....	5	Appointed General Solicitor.....	17
PARKERSBURG BRANCH.		PROFIT AND LOSS.	
Construction expenditures.....	27	Amount transferred to credit of.....	7
Improvement expenditures.....	36	Balance to credit of.....	7
PASSENGER TRAFFIC STATISTICS.		Washington Branch.....	13
Miscellaneous statistics, averages, etc., .....	47	PRIOR LIEN 3½ PER CENT. BONDS.	
Passenger movement.....	16	Interest on.....	18

	PAGE		PAGE
QUEMAHONING BRANCH RAILROAD.		SUNDAY CREEK RAILROAD.	
Construction expenditures.....	30	Construction expenditures.....	34
RAILS, TIES AND SWITCHES.		TAXES.....	7, 19
Cost of new.....	61	TEMPLE H. H.	
RAVENSWOOD, SPENCER AND GLENVILLE RAILWAY.		Appointed Superintendent.....	16
Operating results.....	6	TIES.	
REAL ESTATE MORTGAGES.		Cost of new.....	61
Interest on.....	19	TRACK.	
RENTS PAID FOR TRACKS, YARDS AND TERMINALS.....	19	Laid, ballasted, etc.....	60
RELIEF DEPARTMENT.....	15	Mileage of.....	65-69
Operations of Relief Feature.....	40	TRAFFIC STATISTICS. (See Freight and Passenger Traffic	
Operations of Savings Feature.....	41	Statistics.)	
Operations of Pension Feature.....	42	TRUMBULL AND MAHONING RAILROAD.	
RIPLEY AND MILL CREEK VALLEY RAILROAD.		Construction expenditures.....	32
Interest on first mortgage bonds.....	19	Transfer to cost of road.....	8
SALISBURY RAILROAD.		VALLEY RAILROAD OF VIRGINIA.	
Construction expenditures.....	29	Improvement expenditures.....	36
Improvement expenditures.....	37	Operating results.....	6
SANDUSKY, MANSFIELD AND NEWARK RAILROAD.		WASHINGTON BRANCH.	
Construction expenditures.....	34	Construction expenditures.....	26
Improvement expenditures.....	38	Net earnings.....	7
Interest on consolidated mortgage bonds.....	18	Profit and loss.....	43
SAVINGS FEATURE—RELIEF DEPARTMENT.....	41	WASHINGTON COUNTY RAILROAD.	
SCHUYLKILL RIVER EAST SIDE RAILROAD.		Construction expenditures.....	26
Construction expenditures.....	25	WASHINGTON TERMINAL COMPANY.	
Improvement expenditures.....	36	Construction new terminals, Washington, D. C..	13
Interest on first mortgage bonds.....	18	WASHINGTON AND WESTERN MARYLAND RAILROAD.	
SECURITIES. (See stocks and bonds.)		Construction expenditures.....	26
SHERIDAN, HERBERT.		WEST VIRGINIA SHORT LINE RAILROAD.	
Appointed Division Freight Agent.....	17	Construction expenditures.....	29
SIDINGS.		WEST VIRGINIA AND PITTSBURGH RAILROAD.	
Construction of additional.....	13, 60	Construction expenditures.....	28
SMITHFIELD AND MASONTOWN RAILROAD.		Improvement expenditures.....	37
Construction expenditures.....	30	Interest on first mortgage bonds.....	18
SOMERSET AND CAMBRIA RAILROAD.		WHEELING, PITTSBURGH AND BALTIMORE RAILROAD.	
Construction expenditures.....	29, 30	Construction expenditures.....	28, 31
Improvement expenditures.....	37	Improvement expenditures.....	37
SOUTHWESTERN DIVISION FIRST MORTGAGE 3½ PER		WILSON, JOHN G.	
CENT. BONDS.		Appointed General Attorney.....	17
Interest on.....	18	WINCHESTER AND POTOMAC RAILROAD.	
SOUTH BRANCH RAILROAD.		Construction expenditures.....	27
Improvement expenditures.....	36	Improvement expenditures.....	36
STOCK NOT DEPOSITED UNDER REORGANIZATION PLAN..	22	WINCHESTER AND STRASBURG RAILROAD.	
STOCKS OWNED.....	23, 24	Interest on stock, rental.....	19
		Improvement expenditures.....	36









